AMERICAN

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STEAM NAVIGATION, COMMERCE, FINANCE,

INSURANCE, BANKING, MINING, MANUFACTURES.

HENRY V. POOR, Editor.

SATURDAY, DECEMBER 17, 1859.

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HENRY V. POOR. Editor.

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American Railroad Journal.

PUBLISHED BY J. H. SCHULTZ & CO. No. 9 SPRUCE ST.

New York, Saturday, December 17, 1859.

The Gauge Question. (Continued from p. 795.)

The number of engines required for the estimated tonnage of the road is, according to Major Brown's report, 250. His method of arriving at this number, is as follows: The Reading Railroad has 72 engines; is 1-5 the length, and has 4-9 the business of the New York and Erie Railroad; therefore $72\times5\times4-9=160$.

The number of engines on the Western Railroad (1/2 the length, 1-5 the business of the Erie, and grades of 83 feet,) is 43. The number for the New York and Erie Railroad, would on the same principle, be $43\times3\times5=645$.

Major Brown next compares the whole length and business of the Erie Railroad with that of the Eastern Division. In doing this, he assumes that we had 9 engines last year, and that the whole road will be 9 times larger, with 18 times the business; therefore, 9×9×18=1,458 engines. He then remarks that "on the Eastern Division the grades are high, and a portion of the engines have been employed in completing the road-bed, which accounts for the extraordinary results obtained by using the Eric Railroad data. Now, as the num-

the number estimated in my report, varies so materially from the number estimated by Major Brown, I propose to apply, as I did in the case of freight cars, the data of the Erie Railroad to the determination of this question. Major Brown's calculation applies only to freight transportation. Last year we had only 6 engines to perform all our passenger and freight business and repairs. We began the year with but 5 engines, all told; the new ones altogether performed less than 12 months service. One arrived in April; one in June, and two in September; the last one doing nothing but one day's work in the year. The engines which had formerly performed the passenger service, had become unfit for that duty, or for the freight business. One of them was put to use at the earth work, and the other was laid up after the first two new engines were put in use.

The freight business was done with less than 3 engines; and those of only 16 tons weight. Then by Major Brown's method $3\times9\times18=486$ engines, by the N. Y. & E. R. R. data, will be required, in-

But is it reasonable to suppose that engines will perform no more labor after the completion of the line, than while doing a light way business on 53 miles?

In the first place, they should run twice the distance in a day, which will reduce the number onehalf; and next, they should on an average per mile run, haul 3 times the load, which will still further reduce them to one-sixth the number, or 81. Without doubt, 81 broad gauge engines, of 20 to 24 tons, will perform the estimated freight business of the road after its completion. In my report, to which I again refer you, I stated that 66 engines would, on the wide gauge, be sufficient for the estimated tonnage, and that on the narrow gauge 86 engines would be required, on account of the difference in the power of the engines. I estimated the cost of wide gauge engines at \$1,000 each more than narrow gauge engines, which is too much; but I still showed a saving in the first cost, of \$94,000; and this saving I still maintain, will be realized.

The next item charged against the 6 feet gauge shops, tools, machinery and depot building, &c., speed; for if we must be brought in competition

Massas. ALGAR & STREET, No. 11 Clements Lane, | ber of engines required is very important, and as | which he makes \$18,750. Now as our care and engines are all shorter in proportion to their capacity and power, it is easily demonstrated that all those items will cost the least on the wide gauge. By having long engines you increase the size of your engines and turn-tables very much. Your car and passenger houses are also required to be as much larger in proportion. The cost of housing the extra number of engines required by the narrow gauge, will alone be more than \$18,000, and the saving of machinery to keep them in repair, will be at least \$3,000 more. Every freight house on the line will be cheaper. But I will make no account of this item, and am willing that it be assumed that your buildings will cost the same, with either gauge.

Instead, therefore, of there being any saving made in the construction account, or cost of the road and machinery, by a change of gauge, there will be a larger loss; thus, the cost of changing the present track, cars and engines, is estimated Saving in the number and cost of freight

cars..... 100,000 Less the extra cost of grading, superstruc-

ture and repairs 817,485

The next subject mentioned by Major Brown as leading "characteristic feature of the Erie road, is its curves." He notices "that the grades on the greater portion of the line, by reason of the adoption of the Pennsylvania routes, will be favorable, but that the same policy which has secured this important result, will necessarily, by confining the track closely to the margin of the streams, occasion much curvature. East of Binghamton in particular, curves of from 1,000 to 1,500 feet radius are of frequent occurrence; and straight lines a mile in length, are rarely to be met with. On such a line, all idea of traveling at the rate of 50 miles per hour, must of course be abandoned, no matter what the gauge may be."

Now I should suppose that this consideration would induce Major Brown to favor the adoption by Major Brown, is, the extra cost of machine of such a gauge as would admit of the greatest

with roads shorter, and with less curves than ours, then we must make the better speed where our understand the Pennsylvania location, the curvature between Binghamton and Deposit is reduced; and on the Delaware, where it is increased, this important advantage in the practical working of the road, is obtained on curves of more than 1,200 or 1,000 feet radius, there being little more difficulty or danger in a speed of 40 or 50 miles per hour than on tangents, except that the engineer cannot usually see far enough ahead, to be able to stop the train in case he should observe anything wrong on the track. In consequence of the side hill location along the Delaware, the longest curves of the inner bends are not obstructed; and on these, as well as on the straight lines, which are, I believe, about two-thirds the distance, a rapid speed can be maintained. This is, perhaps, an advantage of the Delaware line not before observed, but it is nevertheless one of value. The curves on the interior route would often be in deep cuts where rapid speed would be obtained at much greater risk than in the other case.

Major Brown goes on to show that our line has more curvature than the northern line, from the fact that it is much longer, compared with an airline drawn between the respective terminations of the two routes. We may have more curvature than the northern line, but I do not see that the fact is proven by this kind of argument. Our line might be still longer, compared with the air-line connecting its terminations, and yet have but little curvature, much less than our "rivals." I am of opinion that the N. Y. & E. R. R. is yet the shortest, as compared with the air-line. Suppose a perfectly straight road from New York city, on the east side of the Hudson, to Troy, thence crossing the river by a curve of 180 degrees, and proceeding down the west side, perfectly direct, to Jersey City. Would it follow, (because the road is 300 miles long) to go from New York to Jersey City, one mile apart on an air-line, that there was a great loss of distance in consequence of its numerous curves? Our line is, however, admitted to be very crooked, and the curves are to some extent objectionable. It requires more power to move a load around a curve than upon a straight line of the same length and grade, but it is still true that the effect of curves is not so serious as was formerly supposed. In practice they serve to retard the motion rather than limit the road.

To my report was appended a paper by Mr. Post, wherein he has given calculations of the comparative resistance, on curves of both gauges, and has already shown the error of the eminent engineer, whose statement is referred to by Major Brown, and endorsed by him as a perfectly sound one-to wit: that the resistance occasioned by the slipping of the wheels, owing to the difference of length of rails on curves, increases "as the square of the width of the track." There is doubtless an error made by Mr. Stephenson, when answering questions of the Gauge Commissioners, without sufficient reflection. If making the wheels conical facilitates the dragging motion referred to, as Major Brown says it does, then let the wheels be made cylindrical; but that conical wheels produce a zig-zag motion on a curve, and thus facilitates the dragging motion, is not clearly in accordance with facts.

Major Brown next estimates that the greater weight of cars on the broad gauge will be equal line will permit it to be done with safety. As I to an extra tonnage on the whole road of 9,000,-000 tons, one mile, and which at 1/2 cent. per ton, per mile, amounts to \$45,000, as the yearly tax. It has been shown that our cars are not heavier, but lighter; and the saving of dead weight on the wide gauge, will be made to enter into the calculations I shall make, of the economy of moving freight on the wide gauge. Major Brown here introduces George Hudson Esq., M. P., as the manager of "more than 1,000 miles of railroad in England," who says, "without any prejudice of either the broad, or the narrow gauge, I am perfectly satisfied that everything is accomplished by the narrow, that is accomplished by the wide, and therefore, as economy on the construction of railways is an important element, the narrow gauge I should say was the better of the two. I think in regard to the weight, we can carry as large a quantity on the narrow gauge by one train, as can be carried by the broad gauge."

I regret the necessity of taking up your time with this testimony, and would not advert to it, if you had read it all; but as it comes to you so well certified as the opinion of a man well qualified to judge, and as such must have great weight, cannot pass by it. Is Mr. Hudson qualified to judge correctly on this matter? He is not a manager in our acceptation of the term; but is as he says, a director on nearly 1,000 miles of railways, all of the narrow gauge. But Mr. Hudson says also that he "does not know much of engines," and proves this fact by his testimony.

I am only anxious that he should stand before you as he is, eminent for his wealth, and business talent, and largely interested on the narrow gauge lines, but not at all acquainted with the detail of railway management. It may be well then, to ask whether his assertion that "every thing is accomplished by the narrow gauge lines, that is accomplished by the broad gauge," is in accordance with facts; and whether our directors will be satisfied for their line, with the results accomplished by the narrow gauge in England? The average gross loads taken per train, per mile, was as per the returns made to the commissioners as follows :-

London to Birmingham .. 177 tons including cars. Grand Junction 154 Liverpool and Manchester, 100 Great Western (wide g.) .300.5 "

These are the results of the actual working of these roads. Now when Mr. Hudson asserted that they accomplished as much on the narrow as on the wide gauge, he had in his mind a money view of the matter,-that is; his roads had made thus far, as good dividends as the broad gauge had done.

Major Brown next discusses the subject of the conformity or non-conformity of the gauge of the Erie Railroad, with that of the other roads with which it will come in contact and competition. "This-he says-I consider, after all, the most important aspect of the question." He refers in the outset, to the controversy which was held in England on this subject, to the creation of a commission to inquire into the importance of uniformity of gauge, and to the result of their investigation. The origin of this commission, the objects had in view by those who called for it, and the manner of prosecuting its inquiries, are all matters of in- England, the London and Birmingham Company

terest to the board, and it would be well if they were in possession of fuller information with regard to these matters, than I shall be justified in placing before them at this time. I will only remark, that in 1845 two systems of railways for connecting the north and south end of England, were promoted in Parliament.-The one on the narrow gauge, advanced by the London and Birmingham in connection with the South-Western Company, was to cross the wide gauge, or Great Western main line, and run parallel to the Oxford and Didcot, a branch of the Great Western, (also wide gauge).-The other, on the broad gauge, was to extend the Oxford and Didcot Branch to Rugby for the northern and north-eastern traffic; and to run another line from Oxford westward, with a view ultimately of reaching the west coast of the Island in Wales, and making the most direct route from London to Dublin.

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These were great schemes, and on them tha Battle of Gauges, was fairly commenced. Now it would seem, that (without knowing the result,) if Parliament denied the introduction of broad gauge into the narrow gauge districts as contemplated, to be a great evil, without countervailing advantages, they would certainly reject the broad gauge application and sanction that of the narrow. The bills went before a committee of the House of Commons, which after a patient inquiry into the whole subject, after 29 days, decided in favor of the broad gauge lines. I regret exceedingly that I have not taken measures to procure the report of this committee, as it embraces the results of this long investigation, and is, no doubt, (as the author of the observations on the Gauge Commissioners Report remarks) well deserving the most serious attention of all interested in the question of gauge. But the fact is known to us that the broad gauge lines were reported by the committee, and the London and Birmingham schemes rejected. When the report of this committee came up in the House of Commons, the promoters of the narrow gauge system, having no other means of defeating the bill, which seemed most certain of success, proposed an amendment to the effect that a commission should be appointed to "inquire whether in all future acts for the construction of railways, provisions ought not to be made for sesuring one uniform gauge?

Those of the board acquainted with legislative manœuvering, will notice that this was a skilful measure for defeating the bill. This amendment was, however, rejected by a vote of more than two to one, or 247 to 113. It is evident, therefore, that it was not the simple desire to promote inquiry into break of gauge which originated the idea of a commission, but an effort to defeat a bill to construct broad gauge lines, up to, and interlocking, narrow gauge lines. The bills were then sent to the House of Lords, referred to a committee who reported unanimously in favor of them, "after a renewed investigation and protracted opposition, they finally received the royal assent."

A still more important fact, throwing light upon the motives and objects of those who originated the inquiry into the importance of uniformity of gauges, is at hand. While the London and Birmingham and Midland Companies with their allies, more strenuously contending against any extension of the broad gauge lines into the north of were promoting direct lines "to intercept and cut off the traffic of Manchester, and all-places be- (and with justice,) that the Commissioners allowed yond it, from the Grand Junction Line. This in- a large number of witnesses interested in the beduced the latter company, though their road is a half of the narrow gauge companies, to testify narrow gauge, to ally themselves to the Great without the advantage of any cross examination, Western and broad gauge schemes, and thus have so essential to the thorough sifting of the evidence a line from Liverpool as well as Manchester, to itself. A larger portion of the testimony, may London, independent of the London and Birmingham Company. The Grand Junction Company, at cial pleadings of the advocates of the narrow that time, were in favor of broad gauge lines, or of a connection with them; and it is quite important, as well as interesting to know how they regarded the difficulty of a break of gauge, under such circumstances. On the 11th of June, 1845 or after the report of the committee in the House of Commons in favor of the broad gauge bills, but before these bills had been acted upon, the Directore, of the Grand Junction addressed a circular to the proprietors of this road, in which they call their attention to the decision of the committee "after a long investigation, in favor of the lines promoted by the Great Western and for which the Grand Junction had petitioned" in which they say: "The Directors have been informed through the medium of circulars from the London and Birmingham Company, that an active canvass has been commenced for the purpose of setting aside the decision, they consider it their duty, therefore, to urge you to meet this attempt by inducing such members of Parliament as you may know, to attend on the 17th instant, on the bringing up of the report. The question at issue has been represented as one entirely of broad and narrow gauge. Upon this point, the Directors may answer that they do not anticipate any inconvenience whatever to arise from the introduction of the broad gauge among the narrow gauge lines, or the mixture of gauges on the same line. On the contrary, looking at Express trains running at high speed, which are being introduced on the leading roads, they deem it probable that many companies possessing trunk lines on the narrow gauge principle may find it their interest to adopt both, the Directors having ascertained the perfect practicability of adding the broad gauge on the Grand Junction at a very reasonable cost."

Such were the views entertained by the Grand Junction Company, at a time, when, from the extreme course of the London and Birmingham Company, they were compelled, in order to save themselves, to count the influence of the broad gauge lines. But the London and Birmingham Company found from the success of the broad gauge interest in obtaining their bills, that it was necessary to add to their own strength, and therefore made such overtures to the Grand Junction, as to induce that company to change their ground; and we find that when the commission on this subject, of uniformity of gauge, calls upon this company, they are in favor of uniformity. What can better illustrate the truth of the assertion, that this question is, after all, in England, one of interest only, and that the origin of this commission is clearly traced to a fear of competition from the broad gauge lines.

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After the measure for the appointment of the commission had been defeated, as an amendment to the broad gauge bills, it was brought up in the form of a distinct resolution, in which shape, no one opposed it. The commission thus formed by in August, 1845.

The broad gauge interest in England complain, therefore be regarded as little else than the spegauge, being placed, (by the means we have stated,) in a position to gain great influence to their opinions, with all who do not look closely upon the object of the whole movement.

But to follow on in the path of Major Brown. It is admitted that the Commissioners are men of "high character, science and practical experience," but not that they pursued their investigations impartially. Major Brown states "that the witnesses comprised 44 civil engineers, six carriers. 14 secretaries and managers, four superintendents, five engine builders, two contractors, and four officers of rank in the British army." Of these, he says, 33 are in favor of uniformity and a narrow gauge; six are in favor of an intermediate gauge, and express no opinion as to uniformity; four are opposed to any break of gauge, but express no opinion as to the relative merits of the gauges; and four are in favor of the broad gauge of seven feet, and are connected with the Great Western Company. That 33 out of 49 should be in favor of retaining the gauge in which they were in various ways identified and interested is not surprising; nor does the fact, when you examine the ground upon which they found their opinions, add any force to the arguments which are given in favor of a change of our gauge. These opinions are formed in view of short roads, which branch out from each other, and unite with others at short intervals, and do really present, in a great many instances, serious objections to break of gauge. So far as these lines are concerned, we should not advise a wide gauge for either of the different companies whose roads make up the line from Albany to Buffalo, unless all the others conform to it. Again it is not surprising that 33 men could be found in England who have experience in railroad matters, but who, from the fact that their experience is gained on short roads, operated with very light trains, honestly think that four feet eight a-half inches gives sufficient room for all the power required for their roads, as it undoubtedly does; but the fact that even six out of 49 go so far as to advise a change of gauge, of all the roads in the Kingdom, in order that the roads may be increased in capacity, ought to make an impression; for they so advise on the ground that four feet eight and a-half inches is too narrow for the business that railroads are now called upon to perform; but that seven feet gives greater capacity for business than is required in England; while four think that all the capacity of a seven feet gauge can be advantageously used. Major Brown next says, " of the 14 civil engineers, one only, viz : Mr. Brunell from this language you should be led to infer that the narrow gauge interest, entered upon its duties not take the same names as does Major Brown in whole merits of the case were submitted. speaking of civil engineers; and to avoid any mis-

take in this respect, I will state that besides Mr. Brunell, Wm. Cubitt is in favor of a six feet gauge. John Gray, of five and a-half to six. Locke would not think of dropping down to four feet eight and a-half inches, but would stop somewhere between that and seven feet, so that he may be said to favor six feet. C. Vignoles also favors six feet, making four; and if Benjamin Cubitt and Capt. Huish are included, six; while two express no opinion. It is true that those who advocate a wide gauge, as above, are men of experience, but are connected with narrow gauge lines. I think it very remarkable that in England with their short roads and level grades, so many men should have learned from their experience there, the great importance of a wider gauge. But it is a matter of complaint that the commissioners did not call on all those whose opinions would have been of weight, but in favor of the broad gauge. Especial reference is made to the fact, that they did not call upon Mr. James Walker, an engineer of great eminence, who is now the adviser of Government, and who had no connection with those whose interests were mixed up in the contest.

It is not surprising that the commission, favored as it was, should advise Government to arrest the extension of the wide gauge, and to declare that four feet eight and a half inches should be the gauge to be adopted on all public railways then under construction, and that narrow gauge lines might be authorized across the district occupied by the broad gauge. But even this decision is founded only on the cost and delays of transhipment, growing out of different gauges. The greater power of engines on the broad gauge, its capacity for more rapid traveling, and greater loads, and the greater steadiness of cars, are all admitted, while at the same time, that the cost of cars and engines, and their repairs is less, in performing the same amount of work, is abundantly proved.

Major Brown remarks "that it is understood that these recommendations of the commissioners have since been adopted by Parliament," but Parliament refused to adopt them, and, on this fact, we find the strongest proof that the broad gange is deemed in England the best gauge. Mr. Gooch's letter indicates that there is no reason to apprehend that Parliament will undertake to carry out the advice of the commissioners. The Board can therefore decide with safety, that a break of gauge will not destroy the value of railroads in our country, since it has not had that effect in England; but on the contrary, a difference of gauge there has given additional value to them, by means of the efforts of narrow gauge roads to prove that the narrow guage is unnecesary. But even had it happened that in the judgment of Parliament, the difficulties arising from a break of gauge was sufficient reason for arresting the broad gauge, it would be very easy to show that in our case the same reason does not exist. The Chief Engineer of the Portland and Montreal Railroad mentioned to me, some weeks since, a fact corroborating this (its inventor) was in favor of the broad gauge, and view, which was that some of the English stockthe list embraces at least seven names as eminent holders of that road, who appear as strenuous adas any in the profession in Great Britain. Now if vocates of the narrow gauge in England, insist upon the wide gauge upon the Atlantic and St. all the 14, except Mr. Brunell, are in favor of the Lawrence, and five and a-half feet has been adopted, narrow gauge, you would be misled. As I may after a full and elaborate discussion, in which the

(To be continued.)

Transfer to Bondholders.

James Robb, of New Orleans, and Charles Congdon, of New York, have been appointed, by Judge Drummond, of the United States District Court at Chicago, Receivers of the above named road, at the suit of the first and second mortgage bondholders. We learn it will immediately pass into their hands, and the continuation of its affairs hereafter be under the direction of Mr. Robb.

This road has been embarrassed with a large floating and funded debt which has so trameled it, that while possessing natural advantages not surpassed by other competing lines, it failed to attain that position which it should have command ed. This decree will relieve it, and we may look for an improvement in its condition and traffic, and a certain renewal of confidence in the public mind in the permanency of its management, and an ability to meet any engagement that may be made in connection with its future operations. We are advised that immediate arrangements will be made to construct an independent track between Alton and East St. Louis, and the whole line of road, rolling stock and machinery, upon which extensive improvements have been made during the past season, will be thoroughly repaired and renewed. Few business men in this country have ever attained a more enviable position than James Robb, of New Orleans.

The results produced by his energy of character, large and comprehensive views, have become a part of the financial and commercial history of the country, and in taking the management of the interests of the St. Louis, Alton and Chicago Railroad, we may confidently expect that he will add new laurels to his already well-earned reputation.

-St. Louis Republican.

Missouri River Valley Railroad.

Memorial of the Missouri River Valley Railroad Convention, held at Richmond, Mo., November

To the General Assembly of the State of Missouri. The undersigned Committee, appointed by the Missouri River Valley Railroad Convention, held in Richmond, on the 21st day of November, A. D. 1859, in discharging the duty enjoined upon us by the convention, take the liberty of presenting some of the most prominent reasons in support of a bill now pending in the House of Representa-tives, incorporating the Missouri River Valley Railroad Company, and granting State aid to the road, upon the dollar for dollar principle, to the amount of one million five hundred thousand dol-

1st. This road will pass through the richest agricultural region in the State. Connecting with the North Missouri road in Randolph County, and passing Westward through the counties of dolph, Charlton, Carroll, Ray, Clay and Platte, and terminating at Weston, the road traverses a country of extraordinary fertility, in a high state of cultivation, by a thrifty, energetic and prosperous population. This is no mere experiment; it is not proposed to build a road through a new and uncultivated country; the success of the scheme does not depend upon prospective developments.

The present surplus productions of the country along the line of the road, together with the through trade and travel, would, from the beginning, furnish a remunerative business for the road; and this business would increase from year to year, as more and more land would be brought into cultivation by a constantly increasing population. The assessed value of the taxable property in the

Platte\$6,633,042 Clay 5,408,139 Ray 4,125,409 Carroll 2,881,632 3,868,724 2.333.604

counties along the line of this road, for the year

1858, as appears by the Auditor's last report, was

as follows, to wit:

ment for this year will doubtless show very considerable increase over last year.

This road, by connecting at Weston, with the

road now in process of construction to Atchison will furnish the most direct communication be tween Atchison and St. Louis, and a very short branch would connect it with Leavenworth City, and by these means it would command the largest share of the trade of Kansas, and take that trade to our own commercial emporium. A short branch would also connect it with Kansas City. No road in the State would have as large a through business as this

This road has become a matter of necessity. Unless the people along the line of it, who have hitherto held an advanced position in the race of honorable competition with other portions of the State, are willing to remain stationary, while all others are advancing forward in wealth and power, the road must be built. Without it, we will be compelled to occupy a secondary position, except in the payment of taxes; with it, our progress will be onward and upward; and we will continue to hold the relative position to which the natural ad-

vantages of the country entitle us.

Mr. Sickels, the Engineer, who has made a preliminary survey of that part of the road west of Brunswick, has furnished us with the following abstract of distances, showing the advantages of this road, as a direct route to St. Louis and the East :

| 1 | St. Joseph Railroad | |
|---|--|----|
| | Soll minim and sole of the residence of the Control of Selfond | 3: |
| | From Atchison to St. Louis, via the Hannibal and St. Joseph Railroad | 7 |
| l | via Missouri Valley Railroad | |
| 1 | Saving | 7 |

| St. Joseph Railroadvia Missouri Valley Railroad | 286 |
|---|------------|
| Saving | 100 ni- |
| bal and St. Joseph Railroadvia Misseuri Valley Railroad | |
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| S | aving | | onw bas | | logo! |
|------------|------------------------|-------------------------|--------------|---------|-------|
| From | Parkville | to St. Lo | uis, via | the Han | nibal |
| and via | St. Josep the Misso | h Railroa uri Valley | d Railroa | d | 4 |

2. This road would so increase the business of the North Missouri road, as to convert it into a paying road, and enable it to pay the interest, and finally the principal, of the State bonds furnished to it, and thus save the people of the State from the burthen of paying by taxation, the State bonds furnished to that road, which will inevitably fall upon them, unless the business of the Missouri River Valley road be turned into that channel. This road will secure to St. Louis as a large stock-holder in the North Missouri road, a correspond-ing benefit, by making that stock as valuable as any railroad stock in the State. And the commercial advantages accruing to St. Louis from the construction of our road, will be incalculable. Our people desire to be accessible, at all seasons of the year, to the great commercial emporium of the State. But if we should fail to build this road, a large share of the business of this portion of the State will be drawn into other channels; so that this road will promote alike the interests of the

be taken principally by the counties through which it will run, and State aid upon the dollar for dollar principle. The willingness of the people of the counties along the line of this road, to fur-nish half the amount necessary to build it, ought to be a sufficient assurance to the General Assembly, that the State bonds asked for in the bill would be paid by the company, and not, as in sevwould be paid by the company, and how a real cases that have already occurred, be thrown upon the State for redemption. We propose to carry out the true railroad policy of the State, which contemplates furnishing State aid, only where there is a reasonable probability, that the railroad companies themselves will pay off the bonds. It is a gross perversion of this policy, to give State aid to chimerical experiments however plausible; and it is equally a departure from true policy, to refuse State aid, to real projects, demanded by the necessities of trade and business, such as the Missouri Valley road.

4. We insist upon the State aid asked for in the

bill, in behalf of our road, upon the plainest principles of justice. The counties along the line of this road stand high in the list of counties, in the payment of taxes. The revenue paid by them into the State Treasury for the year 1858, according to the Auditor's last report, was as follows:

| Platte | notes West of | pils gu la | \$15,918 65 |
|----------|---------------|------------|-------------|
| Clay | | | 13,018 40 |
| Ray | | | 10,233 91 |
| Carroll | | | |
| Charlton | | | 8,863 03 |
| Randolph | | | 5,916 47 |
| Total | | | \$60,926 69 |

The total amount of revenue paid into the State Treasury in that year being the sum of \$741,115 61, it will be seen by calculation that these six counties paid into the State Treasury nearly one-twelfth part of the revenue of the State, and that, leaving out St. Louis, they paid more than one-tenth part of the revenue of the balance of the State.

The people of these six counties will be compelled to pay their relative proportion of whatever part of the thirty millions of dollars (which has been, and will be, furnished to the different rail-roads of the State) that will ultimately fall upon the State. Shall the people of these counties be forced to bear one-twelfth part of this burthen without any direct benefit from any road what-ever? Before the era of railroads in Missouri the country along the line of the Missouri Valley Railroad was as attractive as any portion of the State, and if these counties are to be left without railroad facilities, they will become tributary to others that have enjoyed the bounty of the State. Nothing could be more palpably unjust than this; but when this is brought about by the action of our State government, under which all have equal rights, the injustice of it becomes glaring. we, will cheerfully bear our portion of the burthens of whatever may be done to promote the prosperity of the people of the State, we claim as a matter of justice, that we may be permitted to enjoy an equitable share of the benefits conferred by the Legislature.

5. All the arguments used in favor of the completion of the Pacific Railroad, to the western border of the State, apply with equal force in favor of the construction of the Missouri River Valley Railroad, which is in fact but an extension of the North Missouri road to the rich counties of Upper

6. The people along the line of this road, have, by their voluntary contributions, caused a preliminary survey of that part of the road west of Brunswick to be made by a competent engineer, and we call the attention of the members of the General Assembly to the able and satisfactory re-port of Mr. Sickels, the engineer. That part of the road between the North Missouri road and Brunswick has been surveyed, and is under the control of a company, with a large amount of stock subscribed, and we leave to that company the task people along the line of it, and of St. Louis.

3. We expect the means to build the Missouri regard to that part of the road. Mr. Sickels, the River Valley road, will be obtained, by stock to engineer, has furnished us the following abstract Bric Gru Sup & Allo Dep

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Leng Gr ten f Ex enco route ant s of bi lies c with It i road

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ers. atives road, to the road e ed as if it al a half accord the re stratic ing th

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| from his report, showing the costics of that part of the road be | etween Brunswi |
|--|------------------|
| and Weston. | oune Fried A Fox |
| Graduation | \$409,0 |
| Masonry | 100,0 |
| Bridging | |
| Grubbing and clearing | |
| Superstructure, includ'g ties, rai | |
| to de | \$1,484,6 |
| Allowing 10 per cent. for right of | of way, |
| expenses of management, engi | neering 148,5 |
| 2424 4 4 4 | \$1,634,2 |
| Depots and rolling stock | 360.0 |
| Depos and Total State Control | 5.00 SUN NOUS DE |
| | |

or \$15,417 per mile \$1,994,215 Length of route 106 miles. Air line between same points..... 96 Grades on four-fifths of the route, not exceeding

ten feet per mile. Excavations are mostly easily to be made. Rock encountered only at three or four points on the route. Grand and Platte rivers, the only important streams crossed—one will require four spans of bridging, and the other two spans. The line lies centrally through the counties of Carroll, Ray and Platte-through Clay, centrally, considered with reference to the mass of the population.

It is apparent from this abstract, as well as from the leading features of the country itself, that this road can be constructed at a less cost per mile than any road that has been built in the State. And no road in the State can command a larger business or pay better dividends to the stockhold-

The bill now pending in the House of Representatives, contemplates the construction of the entire from the North Missouri road to Weston; but unless it can be made entirely satisfactory to the company having in charge that part of the road east of Brunswick, the bill will be so amended as to make our road begin at Brunswick. The bill asks for State aid, to the amount of one million and a half for the whole line of the road; but if it should be amended so as to make our road begin at Brunswick, then we ask that the million and a half be apportioned between the two companies, according to the length of their respective lines of the road. We have deemed it altogether superfluous to add anything for the purpose of demonstrating the great utility of railroads in developing the resources of a country, promoting the pros-perity of the people, and building up the great marts of commerce. Enough has been said and written of late upon this branch of the subject, to emove the doubts of the most skeptical.

Relying upon the justice of our cause, and the ability of our Senators and Representatives to defend it from all assaults, we leave it in the hands of the General Assembly, knowing that you will do what, in your judgment, will promote, in the highest degree, the prosperity of the people of the

A. W. DONIPHAN, A. A. KING, WM. R. SAMUEL, Committee. JOHN DONIPHAN, GEO. W. DUNN, -St. Louis Republican, Dec. 6.

Extension of the Central Railroad to Jersey City.

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We underssand that arrangements have been effected between the Central and New Jersey Railroad Companies, whereby the trains of the former will run over the latter road to Jersey City on the The first trip will be made on Saturday, the 17th, as a sort of trial trip, and the regular trains will commence running on the following Monday. The gauge of the Central track is about three inches wider than the New Jersey, but that matter has been obviated in some manner, so that there will be no danger in making the connection.

is. The full particulars of the arrangements have not ck yet transpired. For the present the steamboats will continue running between Elizabethport and New York to convey commuters to and fro.

Pittsburg, Fort Wayne and Chicago R. R.

A receiver has been appointed for this road on behalf of the 1st mortgage bondholders, for the purpose of securing the proper application of the net receipts of the road to the payment of interest on their bonds, and other creditors, according to priority, instead of being applied to other purposes. In regard to this matter, The Pittsburg Post of the 9th says:

On Tuesday of this week, Messrs. Moran and Von Hoffman of New York, representing certain persons holding bonds issued by the Ohio and Pennsylvania Railroad Company, made application to the United States District Court for the Northern District of Ohio for an injunction and receiver for the Pittsburg, Fort Wayne and Chicago Railroad.

On this ex parte application, the Court, on Wednesday, granted the injunction, and named J. K. Edgerton, Esq., of Fort Wayne, Ind., and the Vice President of the Company, Receiver.

As these proceedings were without notice to the Company, and of course no counsel being present to represent them, the Court made a preliminary decree, with leave upon the part of the Company to move for the vacation of the present Receiver, and the modification of the whole decree, the whole proceeding being without prejudice to the rights of the Company ...

Domestic creditors here having judgments against the company, hearing of the above proceedings and being apprehensive that their rights might be sacrificed, yesterday applied to the District Court for a Sequestrator. The application was made by Messrs. Park, McCurdy & Co. and others, and granted by the Court, appointing T. Haskins Du Puy, Esq., Sequestrator.

The prompt movement on the part of Park, Mc-

Curdy & Co., and others, will prevent the bondholders seizing upon the road, to their prejudice,

and to the prejudice of the city.

If the Receiver appointed by the United States District Court in Ohio, should undertake to obtain possession of the road in this State, we presume our State Courts would resist to the last extent of their authority.

We understand that the officers of the company here, not being advised of the disposition of the earnings of the road by the decree of the Ohio Court, did not feel warranted in opposing the domestic creditors, as they might thereby do great

Railroads in Missouri.

The Pacific Railroad Company have determined to pay the interest on the bonds issued to the Southwest Branch of that road. The interest thus due is \$70,000. This being deducted it will leave the State to provide for about \$445,000 of interest due in January next. In taking this course, the road was governed by a desire to avoid any difficulty in regard to the Southwest Branch. One provision of law now in force is, that if the company shall at any time make default in the payment of interest on the bonds issued for the Southwest Branch, then, and without any other proceeding, the lands given to that road revert to the Looking to the best interests of the road, it was deemed advisable to avoid any such result, and provision has been made for the interest. The two roads-the Kansas, and the Southwest Branch of the Pacific, therefore remain in intact, and cannot be divided. The great difficulty which the roads have had to encounter consists in the fact that a large portion of the aid granted to them at each session has been absorbed in the payment of interest. Bonds have necessarily to be sold for this purpose. And to this extent the means of the road have been diverted from the work of construction.

Only four millions of dollars in bonds can be ap- to the general market,

propriated in aid of the roads, but if this sum should be given to them, a large amount will still be required to pay interest, and the roads will not be completed. If, however, they can be relieved from the payment of the interest next year, they will not only be able to complete the roads, provided a judicious distribution of the remaining bonds is made, but they will be ready to meet the interest due after January, 1861. We learn from a semi-official source that there will be paid into the treasury from the revenue of 1859 the mill tax, and the amount receivable from the United States, the sum of \$1,580,000. Out of this sum the regular appropriation for the Common School Fund is \$200,000, and the estimate for the ordinary expenses of government, \$300,000, leaving a balance in the treasury for the wants of 1860 of \$1,080,-

This sum will meet all the interest which may be called for in July, of next year, and in January, 1861; and if the money should thus be appropriated, no doubt can exist of the ability of the companies to complete their roads with the bonds vet subject to appropriation by the Legislature. This being the case, the representatives of the people of Missouri ought not to hesitate about relieving the several companies from the payment of interest for the next year, leaving to them all power to make use of the aid given to them to complete their several roads .- St. Louis Republican.

Illinois Southern Railroad.

The Mount Carmel (Wabash County) Register has the following intelligence concerning this road, at 18 which is projected from Vincennes, Ind., to Mound City, Ill., a few miles above Cairo:

We are happy to be able to state, on good authority, that a contract for the construction of the whole line of the Illinois Southern Railroad has been entered into between Judge Wilkinson, the new President, and the Messrs. Stanton, subject to the approval of the Directors, of which there is no doubt. From the known ability and energy of the contractors, the public will now feel an increased confidence in the speedy completion of the road. The terms of this important contract have not been made public, but from the tact and ability of both parties, the public have the fullest guarantee of its accomplishing the great end in view.

Cairo and Fulton Railroad.

The following message from the Governor of Missouri was read in the House on the 3d inst.: Gentlemen of the House of Representatives:

I return to you a bill entitled an act to suspend the further issue of bonds of the State to the Cairo and Fulton Railroad Company. My first objection to this bill is that, without any forfeiture or fault on the part of the company, it is a disregard of obligations the State had entered into with the company, under which said company had made arrangements for prosecuting the work of construction, and entered into contracts with third parties under the law authorizing the loan of bonds to the company. Vested rights had accrued which could only be annulled by a forfeiture on the part of the company.

The bill, it will be remembered, was passed before the adjournment in March last. In conformity with my duty, upon the presentation of the proper evidence, I have caused to be issued all the bonds due that company under the law. The bill if approved would consequently be a nullity, and I, therefore, return it without my signature.

Very Respectfully, R. M. STEWART.

Lehigh Valley Railroad.

For the official year ending November 30, this road increased its coal traffic 106,622 tons over the previous year. The coal tonnage of this road, for the year just closed, was 577,651½ tons, which, considering that it was only the fourth year of the road's coal traffic, is certainly a testimony of its capacity to carry, and its power to command coal tonnage, sent down from the Lehigh mining region

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Rallroad and Appurtenances." A dash (-) signifies "nil."

Running data (....) signify "not ascertained." Land-Grant Railroads are in "italics."

| - goods | R | ailroa | d. | 0 | Equ | uipr | nent. | envery three netters and while the | Chilean | Section to | Abstract | of Balanc | e Sheet. | 40810 | Not II | nol. | De. | Earn | ings. | 21 | 1 |
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| Years ending. | Main Line. | Lateral and Branch Lines | 2nd Track at Sideings. | Road in programmer projected | Engines. | Passenger. | Freight, etc. | Companies. | Railroad and Appurten- ances. | Rolling- Stock, | Invested in foreign works. | Share Capital paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance Tot incl. all oth assets and ll bilittee. | Road operate road leased, | Mileage run by loco motives with trains | Gross. | Net. | Dividends. | |
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| Jun. '56 Feb. '56 | 30.3 | = | | 72.3 58.1 | 3 2 | | 19 | ALABAMA. Alabama and Florida Alobama and Mississippi Ala, and Tennesses Rivers | 1,086,278 461,505 2,101,007 | 30,991 | | 539,396 335,010 1.054,915 | 478,500 109,500 713,226 | 101,205 21,632 212,496 | 1,127,174 518,965 2,264,468 | 30.3 | | 59,430 55,791 155,628 | 22,359 31,852 78,907 | 12.0 | |
| May 156 Jun. 158 Jan. 156 | 9 99.2 9 57.0 9 319.2 | 14.7 | | 68.4 171.3 213.0 | 25 | 18 | | Mobile and Girard | 1,500,000 7,252,801 | 144,549 681,859 | 114,894 | 3,441,859 | 4,051,547 | 726,546 | | 57.0 | | 76,773 769,787 | 21,006 420,000 | | |
| Feb. '56 Dec. '56 | 88.5 | | | 295.8 26.1 | 20 | | | Montgomery and West Point. North East and South West Tennessee and Ala, Central | 1,819,403 728,000 | 279,435 | 100,000 | 1,419,672 105,760 | 922,621 | 18,956 | | | | 446,153 | 211,880 | | - |
| | - | 014 | - | 301.4 | - | - | _ | ARKANSAS, Cairo and Fulton | ************************************** | | 11 11 11 | 951 504 | 446,000 | 10 705 | 011 040 | - | | | | _ | - |
| Nov. '56 | 1 | 10010 | | 107.5 | *** | | | Memphis and Little Rock CALIFORNIA. Sacramento Valley | 553,877 | | | 351,524 | 446,000 | 10,725 | 811,949 | BEINE | and at | 185,108 | 102,726 | 54 | 1 |
| Sep. '58 | 4 SOEIG | gplb | 0.8 | 41.8 | 3 | | 90 | Connecticut. Danbury and Norwalk | 1,547,100 | 49,778 | | 791,100 | 756,000 85,000 | 3,502 | 1,547,100 | out. | | 56,044 | 20,618 | 12.00 | 1 |
| Jan. '59 Sep. '59 | 9 122.4 | 10.6 | | 75.1 | | | 250 | Hartford, Provid. and Fishkill Hartford and New Haven | | 302,511 | 102,889 | 1,936,740 2,350,000 | 1,810,500 | 319,443 | 4,323,922 | 122.4 | 246,523 314,763 | 333,500 723,460 | 152,777 | - | - |
| Aug. '56 Dec. '56 | 61.4 8 74.0 | 10.6 | | 100 | 11 | | 919 | Housatonic | 2,438,847 1,578,301 | 254,000 | 8,559 | 2,000,000 1,031,800 | 278,500 437,550 | 16,463 76,675 | 2,555,837 | 159.0 | 014,100 | 271,273 199,536 | 66,830 314,068 | - | - |
| Dec. '56 Nov. '58 | 8 62.3 62.3 | 0.0 | | 2.01 | | | | N. Haven, N. London and Ston. | 1,470,661 | | 11,050 | 738,538 922,500 | 750,000 500,000 | 30,713 | 1,488,538 | 50.1 | | 76,758 172,369 | 8,946 70,487 | - | - |
| Dec. '58 Nov. '58 | 8 46.4 | 8.8 | 40.0 | | 5 | 8 | 167 | New Haven and Northampton N.Lond., Willimant. & Palmer | 1,561,241 | # 001 EAN | 5,453 | 510,900 | 1,055,600 | 272 | 1,575,147 | | 91,134 | 104,464 932,550 | 30,512 231,560 | - | - |
| Nov. '58 Mar. '58 Mar. '58 | 8 62.2 8 59.0 | 7.0 | 63.8 | - | 29 | | **** | New York and New Haven Norwich and Worcester DELAWARE. | 4,593,698 2,245,406 | 661,547 176,792 | 0 101-1 | 3,000,000 2,522,300 | 2,219,002 324,130 | 79,722 59,614 | | | 432,024 | 265,417 | 44,587 | 0 | - |
| Dec. 158 Nov. 158 | 8 71.0 8 14.3 | | | 19.4 | oin Ti | | 070 | Delaware Newcastle and Frenchtown FLORIDA. | 1,146,311 699,514 | | 25,000 | 252,561 762,320 | 735,000 | 123,750 | 1,146,311 767,278 | 71.0 14.3 | | 66,628 19,895 | 771177 | | - |
| | 154.2 | _ | | 45.1 | | | | FloridaFlorida and Alabama | 292,291 | | | 317,847 | 154,000 | 70,620 | 543,237 | | | | | - | - |
| Apr. '58 Jun. '59 | 31.3 | 3,9 | 2.0 | 45.1 28.6 227.0 | | 1 | 24 | Flo., Atlantic and Gulf Central Peneacola and Georgia | 396,310 | 28,608 | | 205,781 | 204,600 | 164,670 | 594,836 | 19.3 | | 10,255 | 1,504 | 75 | |
| July '58 | Sann | 0,0 | 111/ | 221.0 | 15 | 11 | 105 | GEORGIA. Atlanta and La Grange | 1,179,381 | * | 100 | 1,000,000 | 187,500 | 23,384 | 1,459,075 | 86.7 | | 362,061 | 197,357 | 8 | |
| Dec. '57 | 30.0 | | | 183,5 | | | | Atlantic and Gulf—M. Trunk Augusta and Savannah | 1,032,200 | * | | 733,700 | 298,500 | 20,002 | 1,032,200 | 30,0 | | 125,427 | 69,679 | | - |
| Apr. '59 Nov. '58 | 48.5 | | | 23.7 | 52 | 28 | 633 | Brunswick and Florida | 755,000 | | 550,152 | 151,887 8,750,000 | 199,851 | | 5,645,001 | 31.0 | 714,787 | 1,353,722 | 755,615 | 10 | - |
| Mar. '58 | 9 171.0 | | | 111 | 18 | | 171 | Georgia (and Bank) | 4,174,492 | | 829,550 | 4,150,000 1,438,800 | 373,000 52,500 | | 7,368,665 1,851,721 | 232.0 | | 1,154,621 325,192 | 544,363 163,124 | 8 | |
| July '56 July '56 May, '58 | 50.0 | 10 | **** | | 7 | 2 | 107 | Muscogee | 774,244 | 162,534 | 5,078 | 669,950 | 249,000 | 100 001 | 1,026,868 | 50,0 | | 202,714 | 110,516 | | 6 |
| July '56 Sep. '56 | 9 100,1 | 50.5 | 14.8 | 44.8 | 15 52 | | 166 705 | Georgia (and Bank) Macon and Western Muscogee Savannah, Albany and Gulf South Western Western and Atlantic LLINOIS. | 1,386,634 3,165,000 5,901,497 | 52,373 | 0 m 40 | 1,275,901 2,254,000 built and | 10,200 631,000 own'd by | | 1,473,140 | 147.2 138.0 | 171,758 | 547,876 852,139 | 837,769 457,916 | | - |
| A 160 | 220.0 | 0.87.4 | | 2 15 | 62 | 31 | 990 | Chicago, Alton and St. Louis . Chic., Burlington and Quincy . Chicago and Milwaukee | 10,000,000 6,068,054 | 1 400 879 | 680,158 | 3,500,000 4,629,340 | 4,500,000 | | 10,000,000 | 220.0 | | 1,044,573 | 171,515 | | |
| Apr. '59 Dec. '58 | 8 45.0 | 14.1 | | HK 0 | 6 | 3.4 | 101 | Chicago and Milwaukee | 1,799,894 | 67,869 | 120,000 | 988,000 4,250,000 | 762,865 | 188,085 | 8,149,084 2,050,065 13,330,000 | 45.0 | 14 mo. | 243,282 | 135,284 | | - |
| Jun. 158 | | VOU | | 75.0 | 58 | 57 | 960 | Chicago and Rock Island | 6,776,119 | * | 175,165 | 5,603,000 | 1,397,000 | 5,651 | 7,543,104 | 228,4 | | 1,407,846 | 629,029 | | _ |
| Nov. '58 Dec. '58 | 8 121.0 | 138.5 | 73,6 | mol | 60 | 63 | 1,369 | Chicago and Miwaukee | 580,000 8,027,473 | 1,311,917 | 211,003 | 6,026,400 | 580,000 3,783,015 | | 10,300,517 | | 808,231 | 1,547,561 | 620,328 | 4 | • |
| Dec. '58 | 7 175.0 8 454.8 | 252.5 | | 100 | 113 | 96 | 2,305 | Illinois Central | 19,674,214 | 3,347,799 | | 1,000,000 10,249,210 | 3,088,426 20,000,000 | 334,500 1,297,277 | 5,022,926 31,596,487 | 708,3 | | 1,976,578 | 556,624 | | _ |
| | 148.0 | | | 81.5 | | | | Illinois RiverOhio and Mississippi Peoria and Bureau Valley | 4,870,586 | * | | 1,780,295 | 3,292,403 | | | 148.0 | | | | _ | _ |
| | 46.6 | | | 129.0 | | | | Peorla and Hannibal | | | | | 600,000 | | | - | by Chie. | & R. Is. | 125,000 | | _ |
| Dec. '5 | 8 186.0 8 100.0 | _ | ***** | | | | | Peoria and OquawkaQuincy and Chicago | 1,978,555 | | | 1,569,889 800,000 | 2,200,000 1,200,000 | | 2,000,000 | 186.0 100.0 | oper.by | | Quincy. | | _ |
| Dec. '58 | . 1.0 | - | 12.2 | | 31 | 30 | 424 | Rock Island Bridge Terre Haute, Alton & St. Louis | 7,608,958 | 628,487 | | 3,026,908 | 5,035,615 | 741,040 | 8,865,252 | | by Chic. | | | | - |
| ob | 108.0 | | **** | 193 | | ••• | | Cincinnati and Chicago | 2,080,433 | | | 1,196,679 | 1,006,125 | | 0 0 0 0 7 | 108.0 | | | | - | _ |
| lug. '5' | 29.0 7 109.0 | | | 73.0 | -01 | | | Cincinnati, Peru and Chicago Evansville and Crawfordsville | 2,233,413 | * | 2,750 | 986,061 | 1,219,100 | 51,772 | 2,283,748 | 29.0 109.0 | | 249,867 | 119,432 | | |
| lan. '56 Dec. '56 Dec. '56 Aug. '5 | 8 72.4 | 20.2 | | _ | 19 | | 278 | Indiana Central | 1.666.280 | | 25,641 | 611,050 | 1,166,000 1,362,284 | 47,850 140,689 | 2,111,059 | 109.0 | | 368,189 448,858 | 132,094 230,834 | 6 | |
| Dec. 15 | 8 84.0 | 100 | | 100 | | | | Indianapolis and Cincinnati Ind., Pittsburg and Cleveland Jeffersonville | 1,904,956 1,839,576 | | 25,689 10,000 | 835,971 1,014,252 | 1,025,200 681,000 | 19,719 99,400 | 2,109,336 | | ******* | 232,905 222,737 | 92,859 74,328 | - | |
| '01 | 9 64.0 8 86.0 | 1 | | = | | | | Jeffersonville Lafayette and Indianapolis Lafayette and Indianapolis Louisv., N. Albany & Chicago Peru and Indianapolis Terre Haute and Richmond | 1,850,000 2,984,516 | | | 1,000,000 | 600,000 | | 2,000,000 | | | 206,114 | 82,632 | | |
| '5 | 8 288.0 8 74.0 | - | | 11, 11 | *** | | **** | Louisv., N. Albany & Chicago | 6,000,000 | * | * | 1,647,700 2,800,000 1,100,000 | 3,000,000 | 2,000,000 | | 288.0 | | 645,827 | 371,402 | | - |
| Nov. '6 | 8 78.0 | _ | | 0.011 | 18 | 25 | 298 | Terre Haute and Richmond | 1,611,450 | | 26,555 | | 235,000 | | 1,846,990 | | 254,742 | 380,274 | 186,448 | 10 | |
| fun. '5 | 8 75.8 | - | | 201,5 | | | | Deutlington and Mileson | 1,514,257 | : | C 1010 | 752,733 | 665,000 860,000 | 92,663 369,084 | 1,542,768 | 50,0 86,0 | | | | - | - |
| May, 'S | 8 50.1 | | | 209.0 | | | 86 | Chicago, Iowa and Nebraska Dubuque and Pacific Iowa Central Air Line | 1,579,988 | | | 516,072 838,086 | 965,000 755,000 | 441,787 | | | | | | 1.0 | |
| Jun. '5 | 8 38. | | | 438.0 101.3 | 4 | 4 | 64 | Keok., Ft. Desmoines & Minn. Keok., Mt. Pleasant and Musc. | 1,037,876 | | | 245,000 921,449 | 570,000 | | 7.000.000 | 38.5 | | 57,395 | 21,356 | - | _ |
| Jun. '5 | A TT | | | 57.3 812.0 | | | | Mississippi and Missouri Kentucky. | 745,703 4,198,000 | | 1,0,01 | [548,216 | 414,000 | 60,452 | 1,022,608 | 11.2 | | | | _ | _ |
| Oct. '5 Jun. '5 | 8 80.0 | | - | 110 | | | | Covington and Lexington | 3,730,998 | 404,973 | | 1,385,850 | 2,930,000 | 189,192 | | 111.8 | | 426,408 | [220,906 | - | |
| 3.6 | OI 19 (| - | | 113.0 | | | | Lexington and Big Sandy Lexington and Danville Lexington and Frankfort | 694,024 | | | sold,1859, 694,444 | for \$26,0 71,000 | | | 20.0 | oper.by | | Lex. | - | - |
| Jun. '8 Jun. '5 Oot. '5 | 9 29,6 | 1 | | = | | | | Louisville and Frankfort | 590,401 1,379,345 | 122,750 | | 514,409 741,069 | 496,519 | 8,097 | | 65,0 | | 120,187 268,046 | 113,948 | - | _ |
| Oot. '5 | 8 99.0 9 18.0 | | | 85.0 | 10 | 9 | 138 | Louisville and Frankfort Louisville and Nashville Maysville and Lexington | 8,580,826 | 254,154 | | 2,151,430 | 2,300,000 | 320,132 | 4,890,700 | 18.8 | oper.by | 163,288 Cov. & | | | _ |
| 9/100 | 22 | 0 (| - | - | | | C. Li | Clinton and Port Hudson | 750 866 | entil 34 | 07X5 (1 | I of he | A. 1010 | 1909 17 | 1975 17 | 22.0 | 2 | | | | |
| Dec. 6 Mar. 6 Aug. 6 | 22. 27. 8 80. | | 75 | 178.0 | | | | Mexican Gulf N. O. Opelouses and Gr. West'n N. O. Jackson and Gr. Northern | 662 911 | 362,291 | 10.00 | 1,002,959 | 2,121,000 | 549,997 | 4,529,980 | 27.0 | | 225.577 | | 12- | |
| Mar 16 | 0 206 |) | U.J | 205.6 | | 19 | 364 | N. O. Jackson and Gr. Northern Vschoburg, Shreveport & Texas | 3,382,948 5,639,562 929,418 | 613,613 | Het S | 4,437,990 882,922 | 2,817,000 58,744 | 188,688 | 9,147,852 | 206.0 | ******* | 758,774 | May V. | - | 4 |

AMERICAN RAILROAD JOURNAL.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (-) signifies "nil." Running dots (....) signifies "nil." Land-Grant Railroads are in "italics."

GF NI

| | - 16 | ailros | | 88 OF | req | - | rs. | | Proper | ty and A | | | ce Sheet. | | 1 - 2 - 1 | ine inc | by loco | Earn | ings. | | TIDE |
|--|--------------------------|------------------------------|----------------------------|------------------------------|---------------|-------------------|---------------|---|-----------------------------------|------------------------------|----------------------------|--------------------------------------|---------------------------------|----------------------|--|-----------------------------|-----------------------------------|-------------------------------|------------------------------|------------|------------------|
| Years ending. | Main Line, | Lateral and Branch Lines. | 2nd Track and Sideings. | Road in progre projected, | Engines. | Passenger. | Freight, etc. | Companies. | Railroad and Appurtenances. | Rolling- Stock. | Invested in foreign works. | Share Capi- tal paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance Total incl. all othe assets and lia bilities. | Road operated, road leased, | Mileage run by motives with th | Gross. | Net. | Dividends. | Price of shares. |
| | M. | M. | M. | M. | No | No | No. | MAINU. | | | | | | | . In | M. | M. | | 0.5 | p. c. | p. e |
| Dec. '58 May, '59 | 55.0 | | 05.0 | 6.0 | 9 | | 128 | Androscoggin and Kennebec | 645,271 2,210,947 6,066,375 | * | 27,925 | 145,787 457,900 | | 101,209 | | 32.0 137.0 | | 30,957 281,929 | 17,263 89,766 | | |
| Jun. '59 Dec. '58 Dec. '58 | 12.5 63.0 | - | 25,0 | | 41 4 12 | 2 | 109 | Atlantic and St. Lawrence Bangor, Oldtown and Milford. Kennebec and Portland | | 857,566 | | 2,494,900 135,000 1,107,526 | | 9,572 | 5,976,472 175,516 | | 25,437 | 545,741 33,059 145,074 | 150,226 16,530 70,746 | | |
| Dec. '58 May, '59 May, '59 | 54.7 | = | | 23.0 | 4 | 10 13 | 93 | Penobscot and Kennebec Portland,Saco and Portsmouth | 308,413 1,611,413 1,494,792 | | 78,014 5,208 | 180,000 555,228 1,500,000 | 1,206,800 | 128,576 | 1,890,604 1,500,000 | | oper, by 141,664 | An.&K. | 67,324 104,029 | | |
| May, '59 May, '59 | 37.0 | - | | 33,5 | | | | York and Cumberland | 783,763 1,090,000 | * | 0,200 | 169,200 370,000 | 556,600 | 270,000 | 1,090,000 | 37.0 | ****** | 55,403 | 28,404 | - | 91 |
| Sep. '58 Sep. '58 | 279.6 30.0 | 7.2 | | = | 228 | 87 | 3,489 | MARYLAND, Baltimore and Ohio Washington Branch | 20,019,286 1,650,000 | 3,538,380 | 2,981,982 | 13,111,500 1,650,000 | 10,668,645 | 412,483 | 29,400,161 1,824,806 | 286.8 39.0 | 3,626,805 187,427 | 3,856,485 469,423 | 1,325,280 266,969 | 8 | 62 |
| Dec. '58 | 138.0 | 4.0 | | - | 42 | 38 | 1,455 | Northern Central | 6,843,457 | 733,934 | 220,965 | 2,260,000 | 5,395,800 | 655,507 | 8,681,557 | 154,5 | 606,482 | 810,604 | 364,649 | | 200 |
| Nov. '58 Nov. '58 May, '59 | 26.8 | | | | 20 30 | 26 | 544 | Berkshire Boston and Lowell Boston and Maine | 2,239,253 3,847,004 | 368,357 | 105,937 | 000,000 1,830,700 4,076,570 | | 21,968 | 600,000 2,619,210 | | | | 42,000 166,109 399,657 | 6 | 96 |
| Nov. '58 Nov. '58 Nov. '58 | 74.5 | 12.0 | | - | 22 | 27 64 | 200 | Boston and New York Central Boston and Providence Boston and Worcester | 3,333,807 | 69,941 191,175 437,416 | 100,000 | 2,241,000 3,160,000 4,500,000 | 195,220 | | 3,862,710 | 55.5 | 292,649 | | 7,052 259,176 332,270 | 6 | 103 |
| Nov. '58 Nov. '58 | 46.1 50.0 | 1.1 | 2.7 8.9 | = | 12 | 10 13 | 109 | Cape Cod Branch Connecticut River Eastern | 907,761 | 123,864 187,558 | 20,000 | 681,689 1,591,100 | 144,600 223,000 | 114,41° 28,000 | 7 | 47.2 75.4 | 78,282 158,815 | 106,846 238,390 | 49,483 | 2 | 103 |
| May, '58 Nov. '58 Nov. '58 | 19.9 | 1.3 | 2.8 | - | 28 | - | - | Essex Fitchburg | 742,592 | 4,416 | _ | 2,853,400 299,107 3,540,000 | 277,961 | | 774,492 | ope 67.7 | 373,641 rat. by 303,392 | 663,135 Eastern 572,967 | 319,526 12,298 278,858 | | 40 |
| Nov. '58 Nov. '58 | 9.0 | = | 9,0 | | 3 | | 45 | Fitchburg and Worcester Grand Junction (Boston) | 293,658 | 40,226 | | 210,000 | 64,200 | 65,73 | | 26.0 | 35,557 | 35,476 | 12,849 | 6 | - |
| Nov. '58 Nov. '58 Nov. '58 | 12.4 | - | 2.0 2.3 17.1 | - | 12 | | 28 | Hampshire and Hampden Lowell and Lawrence Nashua and Lowell | 332,883 | | | 292,651 200,000 600,000 | 100,000 | | | 12.4 14.6 | | H.&N'h 42,784 180,085 | 23,29 18,540 71,500 | 3 | 10 |
| Nov. '58 Nov. '58 Nov. '58 | 26.9 | - | 1.1 2.4 0.4 | | 6 | 18 | 144 | New Bedford and Taunton Newburyport N. York and Boston Air Line | 493,059 570,086 | 51,906 | | 500,000 220,240 | 198,520 | 221,33 | | 36.0 8.6 | 52,220 | 137,914 44,974 | 28,968 9,25 | | |
| Nov. '58 | 79.5 18.6 | 7.8 | 25.1 0.8 | | 25 | 2 | 359 | Old Colony and Fall River Pittsfield and North Adams | 3,028,445 432,430 | 11,247 | | 223,176 3,015,100 450,000 | 161,500 | 30,93 | 5 3,748,970 - 450,000 | 0 87.8 0 ope | 365,19 r. by W | 551,398 stern. | 27,00 | 0 6 | 10 |
| Nov. '58 Nov. '58 Nov. '58 | 8 16.9 | - | 14.9 | | 12 | | 374 | Salem and Lowell | 1,534,911 | 82,543 | | 1,550,000 243,305 448,700 | 226,900 | 46,50 | 450,000 | 16.9 | | 2 50,856 | | 0.7 | 9 |
| 0 Nov. '58 0 Nov. '58 | 8 69.0 | 8,0 | | | - 12 | 8 | 194 | Stockbridge and Pittsfield Troy and Greenfield Vermont and Massachusetts Western (incl. Alb.&W.S. etc. | 329,741 3,309,287 | 207,343 | | 288,428 2,214,225 | 169,000 | 6,50 | 0 | 77.0 | 99,25 | 8 225,079 | 105,03 | 7 | 1 |
| 0 Nov. '58 0 Nov. '58 | 8 173,4 | _ | 8,8 | | 72 | 47 | 148 | Worcester and Nashua | 1,279,936 | 1 | | 5,150,000 | 200,000 | 31,21 | 0 13,528,76 | 5 45. | 944,95 | 11,700,293 | | | 11 5 |
| 1 Jun. '5 | 9 17.3 | | | 2 | 2 2 | 1 | 100 | Bay de Noquet and Marquette Chic. Detroit & Can.G.T.Junc | built and | equipy | ed by G | r. Tr'k R | R. Co. of | Canada | 0.000.00 | 100 | | 0.000.000 | 144.00 | | - |
| 1 Jan. '5 | - | | | 183. | 0 | - | | Detroit and Milwaukee Flint and Pers Marquette Grand Rapids and Indiana | | | | 2,320,130 | 4,707,500 | | 9,008,38 | 100. | | 365,038 | 144,27 | | |
| 1 May, '5 | 9 284,0 9 246.0 | 293,0 | | 89. | - 9 | 123 | 1,528 | Grand Rapids and Indiana Michigan Central Mich. S'th'n & N'th'n Indian Port Huron and Milwaukes | a 14.517.892 | 21,007,900 | 1,312,534 | 6,057,840 8,975,400 | 9,343,00 | 3 119,08 0 816,46 | 9 14,548,41 0 19,595,40 | 1 329. 7 539. | 0 | 2,417,91 2,019,42 | | | - |
| '5 | | | _ | 620, | 0 _ | 1 | | MINNESOTA, Minnesota and Pacific | | | | | 600,00 | | n ortric | | 9 6 | 150 /2-0 | 10 | 1 10 | |
| · · · '5 | 9 | | | - 175. - 112. - 200. | 5 - | | | Southern Minnesota Minneapolis and Cedar Rapid Minnesota Transit | | | | | 375,00 600,00 500,00 | 0 191,13 | | | 6 9 | | | | |
| '5 | 9 — | - | | 60. | 0 - | - | - | Mississippi. | | 1 | | 1 441 04 | | 1100 | | | 2 2 | | | | 3 |
| 1 May, '5 1 Oct. '5 1 Dec. '5 | 9 71. | 1 - | | . 27. | | 7 4 | | Mississippi Central Mississippi and Tennessee Southern Mississippi | 1,254,894 | 159,01 | 8 | 798,280 | | 9 275,06 | 29 3,717,46 30 1,974,44 | 140. 14 59. 83. | 7 | 239,58 176,46 250,04 | 2 116,43 | 3 | |
| 00 Nov. '5 1 July '5 31 Oct. '5 | 8 12. | 0 - | | . 65. | 8 | 1 | | MISSOURI. Cairo and Fulton | 281,64 | 9,20 | | 50,49 1,664,77 | 3 327,00 | 0 50,89 | 128,38 00 8,533,22 | 36 12 | 0 | 100 | 0.12 (9 | 1 12 | |
| | | - | | 68. | 0 | | | North Missouri | 5,396,52 | 235,99 | 4 | 2,620,00 | 0 3,250,00 | 0 48,00 | 06 6,018,10 | 06 168. | 0 | 250,15 | 11000 | | |
| 28 Feb. '5 11 Oct. '5 11 Oct. '5 | 9 163. 8 19. 8 86 | 0 19. | 0 | - 119. - 264. | 0 2 | 6 26 | 41 | 2 Pacific | - 8,621,65 1,226,01 | 0 | - | 3,330,65 (66,97 1,999,30 | 4 1,400,00 | 0 | 37 12,288,49 | | 5 | 152,37 | - | 3 - | |
| 81 Mar. '5 | 9 23. | 1 — | - 3. | | - | | 0.0 | New Hampshire. | 506,00 | 0 | | 246,01 | 8 150,00 | 0 109,98 | 82 506,00 | 00 op | e r.byCo | n n. Rive | 30,00 | | |
| 30 Nov. '5 30 Nov. '5 | 9 93, 8 53, 8 28, | 6 - | - 5. - 8. - 3. | 2 - | - 1 | 4 10 8 11 5 | 28 | 2 Boston, Concord and Montre 9 Cheshire | 2,758,56 | 5 322,26 | 6 | 1,800,00 2,085,92 399,14 | 5 784,90 | 0 121,50 | 00 3,082,75 | 57 53 | 6 248,46 | 297,33 | 2 108,5 | 7 | |
| 31 Mar. '5 | 9 34. 8 46. | 8 — | 44. | | 2 | 1 25 | 49 | Concord and Portsmouth | 1,500,00 250,00 | 0 . | 57,513 | 1,500,00 - 250,00 | 0 | 66,50 | 06 1,564,50 - 250,00 | 06 34 | .5 334,53 | 2 459,65 | 9 128,30 | 8 8 | |
| 30 Nov. '5 31 Mar. '5 | 8 16. 9 20. | 8 — | | 25. | .8 | 3 2 | 2 2 | Contoocook River | 525,20 433,40 | 5 | 7 | 200,00 | 8 209,92 | 42,2 | 200,00 525,20 19 477,4 | 05 op | e r.by Es | 10,00 tern M 0 24,02 | 2 88. | 50 | |
| 81 Mar. '5 31 Mar. '5 30 Nov. '5 30 Nov. '5 31 Mar. '7 31 Mar. '8 | 9 26, 58 53, 59 60 | 8 - 12 | 4. 8 10. | 2 = | | 2 1 | 8 | Manchester and Lawrence Merrimac and Conn. Rivers Northern New Hampshire | 1,000,00 1,281,50 | 4 * | 33,75 | - 863,40 - 595,58 | 0 33,80 7 383,40 | 00 108,2 | 59 1,005,48 93 1,282,38 | 59 op 80 53 | 8 33,1 | n cord. | 4 21,1 | 66 | 9 9 9 |
| | - | | 2 | | - 2 | | 2 5 | O Sullivan New Jersey. | 847,03 | 2 78,83 | 2 | 500,00 | 750,00 | 262,5 | See State Die | 16 24 | 7 49,00 | 00 63,87 | 4 19,8 | 77 | |
| 30 Nov. 18 30 Nov. 18 30 Nov. 18 | 58 64 58 63 58 60 | 9 32 | 3 | - 8 | .0 | | | Belvidere Delaware | 3,173,28 5,376,79 | 5 * | 5,972,07 | - 1,100,00 6 3,798,40 - 656,68 | 8,567,80 | 00 | 11,490,48 | 76 89 96 70 60 | 2 | 237,44 1,640,32 133,22 | 8 766,1 | 30 8 | i |
| 30 Nov. 1 1 Apr. 1 | 59 64 | 0 _ | | | 6- | 0 2 | 25 | 6 Central of New Jersey Long Dock Morris and Essex | 5.042.16 | 3 424,70 | | 2,200,00 | 1,000,0 | 00 175,0 | | - | .0 483.8 | 870,95 | 4 520,6 | 72 10 | 2 2 |
| 31 May, 31 May, 31 May, 30 Nov. 30 Nov | 59 53 59 33 59 21 | 8 - | = : | 45 | .5 1 | | 6 1 | 1 Morris and Essex New Jersey 7 Northern New Jersey | 1,613,36 3,225,53 | | 57,00 | 0 1,157,80 | 340,00 711,4 | 262,7 20 342,2 | 38 1,760,56 97 4,802,7 | 62 53 17 33 | 8 398,78 | 239,17 903,46 | | | |
| 30 Nov. | 58 13 58 15 | 5 — | - | | - | | 0.0 | - Paterson and Hudson Paterson and Ramapo | 630,00 350,00 | 00 | 9 9 | - 630,00 - 248,25 | 25 100.0 | | | 00 of | er, by N | Y. & H | 20.5 | not is | × - |
| 30 Nov. | 58 18 58 13 | 0 - | | 47 | .0- | | = | - Warren | | | | 968,00 | | 00 7 | 13 1,607,00 | 0.00 | .7 6 mo. | 193,24 | 96,6 | 20 5. | 4 |

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterick (*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dask (-) signifies "nil." Running dots (-...) signify "not ascertained." Land-Grant Railroads are in "italics."

| Marin Series | I | ailroa | d. | 0 | Eq | uipr | nent. | anifolds are the steel car | I discubl | mal s | Abstrac | t of Balan | ce Sheet. | / riob-y | ulune# | inel. | loco- ains. | Ear | nings. | | 1 |
|--|----------------------|---------------------------|-------------------|--------------|----------------|----------------|----------------|--|--|------------------------|----------------------------------|-------------------------------------|-------------------------------------|-------------------------------|---|----------------------|---------------------------------|------------------------------|-----------------------------|------------|------|
| 25 | 100 | 7 | pur | d. | 100 | 0 | ars. | ating Shind, | Proper | ty and A | kssets. | | Liabilities. | | her her lia- | | 24 | 8 3 | mostival. | 9 | 1 |
| Years ending | Main Line. | Lateral an Branch Line | 2nd Track s | Road in prog | Engines. | Passenger. | Freight, etc. | Companies. | Railroad and Appurten- ances. | Rolling- Stock. | Invested in foreign works. | Share Capi- tal paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance To incl. all ot assets and bilities. | Road operated, | Mileage run l motives with | Gross. | Net. | Dividends. | |
| 1911 | M. | M. | M. | M. | No | No | No. | NEW YORK. | 4 | | 9 | - 5 | 8 | \$ | \$ | M. | M. | | - 5 | p. c | e. p |
| Sep. '58 Sep. '58 | 32.9 | | 3.3 | 140.0 | 5 | 12 | | Albany and Susquehanna Albany, Vermont and Canada | 227,356 1,557,502 | 136,038 | 0 | 275,793 439,005 | 1,575,099 | 8,697 50,000 | | 32.9 | 93,894 | 84,119 | 11,215 | | = |
| Sep. ¹ 58 Sep. ¹ 58 | 38.3 | 2.6 | 34.0 | 73.6 | - | 6 | 39 | Albany and West Stockbridge Black River and Utica | | 81,405 | 31 | 1,000,000 804,648 | | 52,570 | | ope 37.5 | r. by W 34,424 | estern. 60,524 | 32,413 | . 6 | - |
| Sep. '58 | 14.8 142.0 | 78.0 | 1,6 13.6 | - | 26 | | 353 | Blossburg and Corning Buffalo, New York and Erie. | 496,661 2,975,325 | * | 6,100,101 | 250,000 680,000 | 220,000 2,490,593 | 164,938 | | 14.8 220.0 | | 23,554 429,754 | 9,204 128,122 | 2 | - |
| Sep. 158 | 68.3 24.6 | | 18.0 38.1 | | 28 | 34 | 312 | Buffalo and State Line Cayuga and Susquehanna | 2,460,251 1,016,058 | 312,736 79,542 | | 1,913,000 687,000 | 1,049,000 426,000 | 172,378 7,042 | | 87.8 34.6 | 356,145 59,539 | 814,116 59,421 | 5,092 | 2 | - |
| lep, '58 lep, '58 | 17.4 46.8 | 10 | 2.1 | | 10 | 8 | 83 | Chemung | 400,000 | MAT W | 0,8102 704 | 380,000 | 70,000 | 00 510 | 000.410 | ope | r. by N. r. by Re | Y. & E. ceivers. | 24,000 | 7 | - |
| ep. '59 ep. '58 ep. '58 | 17.3 | 25 | 0.5 | 63.2 15.0 | 5 | 3 | - | Erie and New York City Genesee Valley | 287,708 91,889 148,000 | 27,000 | | 352,742 59,374 175,000 | 14,000 38,500 | 28,716 23,404 | 396,416 | ope 17.3 | r.b.B.N. 49,519 | Y. & E. 58,207 | 10,840 | 6 | |
| ep. '58 ep. '58 | 144.0 | 1177 | 106.5 | 73.8 | | 107 | 537 | Hudson River L. Ontario, Auburn & N. York | 10,146,617 74,203 | 1,182,372 | age and | 3,758,466 75,771 | 8,842,000 | 455,003 | | 150,0 | 700,224 | 1,626,412 | | | |
| lep. '58 far. '59 | 84.0 | 2.5 | 100 | 182.0 8.5 | 19 | 34 | - | L. Ontario and Hudson River. Long Island | 3,497,538 2,211,659 | 178,320 354,611 | 1,000 | 2,715,186 1,852,715 | 870,000 639,497 | 115,856 144,566 | | 101.5 | 213,414 | 334,038 | 111,531 | | - |
| ep. '58 | 446.0 | 258.1 19.0 | 282.5 | | 218 210 | 183 | 2,869 2,684 | New York Central New York and Erie | 25,475,490 29,909,749 | 5,257,077 4,148,885 | 8,193,000 | 24,182,400 11,000,000 | 14,402,635 26,371,511 | 43,079 1,707,575 | 40,633,635 39,079,086 | 555.9 495.0 | 3,6 6 9,194 3,000,369 | 5,151,616 | 3,041,120 1,086,575 | - | - |
| p. '58 | 130,8 118,0 | 2.1 3.8 | 30.9 17.7 | 16 | 33 28 | 89 | 417 | New York and Harlem Northern (Ogdensburg) | 7,303,339 4,086,712 | 634,777 702,079 | CHO I | 5,717,100 | 1,494,000 | 147,640 | | 152.9 121.8 | 621,747 311,404 | 975,853 410,806 | 127,013 | 3 | - |
| p. '58 p. '58 | 35.9 75.4 26.2 | | 2.2 2.0 2.1 | | 6 5 | 4 13 | 33 | Oswego and Syracuse Pottsdam and Watertown | 660,919 1,523,646 | 100,462 63,382 | 1770 | 396,340 663,077 | 197,000 818,500 140,000 | 16,415 180,138 | | 35.9 75.4 46.2 | 68,845 98,686 | 115,990 94,385 208,223 | 61,347 44,715 33,946 | | - |
| p. '58 p. '58 p. '58 p. '58 | 18.4 18.0 | | 1.3 | 32.6 | - 5 | 2 | - | Rensselaer and Saratoga Rochester and Genesee Valley Sacketts Harbor and Ellisburg | 743,977 653,539 371,556 | 156,573 | | 610,000 555,450 167,485 | 150,000 278,400 | 30,417 56,810 | | 18.4 18.0 | 89,380 32,980 17,620 | 37,280 12,025 | 18,590 | | |
| p. 158 p. 158 | 21.0 | 6,6 | 1.6 | 11 | 2 9 | 3 12 | 10 | Saratoga and Schenectady Saratoga and Whitehall | 480,684 820,518 | 74,904 | C. P. C. | 300,000 500,000 | 86,500 395,000 | 5,456 | | | r.by Ren 107,506 | s. & Sar. 139,388 | 30,150 32,196 | | 102 |
| p. '58 in, '59 | 11.0 | | | 13.2 | | | | Staten Island Brooklyn and Jamaica | 40,000 369,856 | | 7.0 | 40,000 284,850 | 85,000 | 77 1971 | | ope | r.by Lo | ng Isl. | 37,560 | 9 | - |
| p. ¹ 58 p. ¹ 58 | 81.3 27.2 | | 7.1 3.2 | 7.7 | 13 | 12 | 65 | Syracuse, Binghampt. & N. Y. Troy and Boston | 2,857,607 1,296,302 | 125,887 | | 1,200,130 568,297 | 1,500,000 797,500 | 59,418 231,083 | | 81.3 27.2 | 148,240 61,614 | 125,042 | 74,359 53,289 | | |
| p. '58 p. '58 | 21 | | 2.1 | (I) | | | | Troy and Greenbush | 258,658 732,114 | 36,073 | 00,000 | 275,000 30,000 | 680,000 | 95.071 | 0.070.011 | ope | r. b. Hud r. by oth | er Co's. | 107.000 | 6 | - |
| oc, '58 | 96.8 | 20 | 11.0 | | | 11 | | Watertown and Rome NORTH CAROLINA. Atlantic and North Carolina | 2,159,295 1,850,000 | | 28,000 | 1,498,500 | 400,000 | 09,011 | 2,278,611 | 96.8 | 215,605 | 397,712 | 187,000 | _ | |
| *58 *59 | 223.0 97.0 | | | (A) | | | | North Carolina Raleigh and Gaston | 4,235,000 1,240,241 | * | ELL AS | 4,000,000 | 126,200 | | | 223.0 97.0 | | 206,917 | 108,541 | | - |
| p. '59 p. '69 | 161.0 | 2013 | 17.1 | _ | 22 24 | 20 32 | 144 | Wilmington and Manchester - Wilmington and Weldon | 2,586,238 2,869,223 | * | 201,500 107,000 | 1,127,511 1,340,213 | 1,060,000 791,055 | 111,886 102,391 | 2,892,969 3,114,954 | 171.0 | 323,069 | 487,043 477,554 | | | - |
| ar. '58 | | 201 | TTD. | 43.0 | | | | Western North Carolina | 190,793 | | 4,700 | 290,212 | | 70,860 | 364,072 | | | | - | | |
| ig. '58 | 118.2 | | | | 17 41 | 12 39 | 208 | Atlantic and Great Western Bellefontaine and Indiana Central Ohio | 613,231 3,008,919 5,578,518 | * 806,633 | 11,000 106,133 | 866,939 1,879,370 1,627,906 | 1,274,828 3,869,300 | 77,294 89,028 1,252,440 | 3,370,281 6,894,557 | 118.2 | | 332,226 570,092 | 146,812 164,697 | | - |
| r. '59 | 60.3 37.0 | | | 62.1 | 22 | 28 | 432 | Cinc., Hamilton and Dayton | 2,648,266 | 504,892 | 26,500 | 2,155,800 | 1,411,000 | 32,618 | 3,650,710 | | | 489,437 | 249,666 | 7 | |
| y,'59 1 c. '58 | 131.8 | 5.8 | | 31.0 | 16 42 | 10 31 | 332 439 | Cinc., Hamilton and Dayton Cinc. and Indianapolis Junc Cinc., Wilmington and Zanesv. Cleveland, Columbus and Cinc. | 6,250,841 4,087,571 | 684,955 | 67,422 | 2,441,176 4,746,100 | 3,032,000 | 228,973 8,242 | 5,343,275 | 131.8 | 304,168 | 190,745 1,113,639 | 19,180 575,159 | 7 | - |
| c. 158 | 95.4 | 1,2 | 37.9 | 18.0 | 31 | 39 | | | 1,920,953 3,338,114 | 620,532 | 523,000 | 3,000,000 | 1,202,300 1,367,000 | 161,200 119,812 | 1,943,500 4,858,932 | 96.6 | 402,935 | 237,106 1,251,537 | 142,855 596,948 | 15 | - |
| v. '58 1 or. '59 1 | 109,2 | 102.5 79.4 | | | 42 32 | 52 | 430 | Clev., Painesville & Ashtabula Cleveland and Pittsburg Cleveland and Toledo | 9,320,288 6,729,056 | 458,194 | 258,424 | 3,942,368 3,343,812 | 4,918,325 3,842,720 | 653,821 358,605 | 9,661,102 7,858,918 | 188.6 | 646,413 | 772,093 798,155 | 332,093 414,456 | 6 | |
| c. '58 | 61.4 72.0 54.5 | = | 10.4 | 53.0 31.0 | 6 | 9 | 103 | Cleve, Zanesville and Cincin. Columbus and Indianapolis Columbus and Xenia | 1,574,693 2,555,000 1.376,250 | * 392,909 | 110.594 | 369,673 750,000 1,490,000 | 575,250 1,600,000 290,700 | 632,486 205,000 50,500 | 1 005 500 | 61.5 72.0 ope | .75,120 144,000 | 68,128 84,000 | 19,763 17,760 | - | - |
| v. 158 c. 158 ig. 158 | 72.0 | | 10,4 | 72.0 | | | 87 | Dayton and Michigan Dayton and Western | 3,746,000 930,262 | 104,912 | 112,734 | 1,620,000 289,692 | 2,126,000 | 90,482 | | 72.0 36.6 | r. w. Lit. 144,606 | Miami. 124,559 125,940 | 170,795 66,779 66,253 | | - |
| ig. '58 e. '58 | 16.0 | | | 47.0 | 3 | 2 5 | 72 | Dayton, Xenia and Belpre Eaton and Hamilton | 860,496 1,101,744 | 79,022 | 62,630 | 437,838 469,762 | 422,658 728,853 | 152,694 | 1,358,867 | 16.0 45.0 | 40,064 105,304 | 64,000 151,866 | 33,000 44,615 | | - |
| . 159 | 36.0 | | | 84.0 | 6 | 5 | 68 | Fremont and Indiana | 888,000 | * | | 300,000 | 473,000 | 75,000 | | 47.0 | 60,901 | 63,141 | 13,573 | | - |
| ov. '58 ov. '58 ec. '58 pr. '59 | 13,0 83.5 | | 37.8 | 34.0 | 39 | 32 | | Iron Little Miami | 172,830 3,451,179 | 785,817 | 438,857 | 118,865 2,981,293 | 50,000 1,399,000 | 3,965 34,196 | 4,709,137 | 13,0 138,0 | 637,835 | 31,126 1,200,499 | | 8 | - |
| pr. '59 | 192.3 | 8.0 | | | 33 48 17 | 26 34 16 | 628 | Ohio and Mississippi | 18,635,688 | 1,115,662 | 574,000 | 3,477,705 6,584,681 1,906,736 | 7,405,917 9,880,000 2,400,000 | 2,330,030 | 13,202,262 18,794,721 | 192,3 | 556,732 | 374,198 881,957 | 45,452 312,441 | | - |
| ig. '58 in. '59 ic. '58 | 110.0 | 52.0 9.0 | | | 39 13 | 27 20 | 365 | Little Miami Marietta and Cincinnati Ohio and Mississippi Pittsburg, Columbus and Cin. Sandusky, Dayton and Cinc. Sandusky, Mansfield & New'k Scioto and Hocking Valleys. Springfield and Columbus. Springfield, Mt. Vern. & Pittsb. Toledo, Wabash and Western PENNSYLVANIA. Alleghany Valley Bewer Meadow. Catawissa, Williamsp't & Erie | 3,988,154 2,141,811 | 605,900 | 197,967 | 2,697,090 828,583 | 2,134,000 1,402,572 | 439,261 132,301 | 5,508,357 2,363,456 | 205.9 | 155,006 | 577,958 209,918 | 211,894 51,371 | | - |
| ov. 158 1g. 158 ov. 158 | 55.6 19.5 | 1 | | 74.0 23.5 | 7 | 8 | 64 | Scioto and Hocking Valleys Springfield and Columbus | 1,103,975 346,500 | * | | 403,975 193,000 | 500,000 150,000 | 100,000 3,500 | | ope | 70,000 r. by C., | 110,200 C. & C. | 53,100 | | - |
| v. '58 '58 | 49.8 243.0 | = | | 62.2 | 5 35 | 18 | 62 580 | Springfield, Mt. Vern. & Pittsb. Toledo, Wabash and Western | 2,205,000 10,542,000 | * | | 1,000,000 3,573,000 | 1,050,000 7,650,000 | 200,000 | 2,250,000 11,223,000 | 49.8 | 222,000 | 676,022 | 159,769 | | - |
| '58 '58 | 44.0 | | | 136.2 | | | | Alleghany Valley | 1,988,617 | 4 | | 1,661,050 | 55,000 | 273,567 | 1,988,617 | 44.0 | ******* | 85,000 | 45,000 | | - |
| 19. 757 | 21.3 63.5 52.5 | 29.0 | | | | | | Catawissa, Williamsp't & Erie | 3,518,785 | 364,571 | 178 34 | 1,650,000 1,700,000 981,900 | 2,000 1,970,000 245,500 | 403,152 | | 50.3 63.5 52.5 | 740.044 | 219,258 | 52,450 | 10 | - |
| p. '59 o. '59 | 840 | 2.3 | | | 71 | 17 | 3,366 | Dauphin and Susquehanna Del., Lackawanna and West'n | 1,225,971 8,831,707 | * | 505,000 | 3,360,872 | 6,070,125 | 55,643 | 1,299,194 | 54.0 202.0 | 142,944 | 169,125 1,430,512 | 94,311 | - | - |
| . '59 | 36,5 | | | 703.0 | | | | Catawissa, Williamsp't & Eric Cumberland Valley Damphin and Susquehanna Del., Lackawanna and West'n East Pennsylvania Eric and Northeast | 750,000 | * | | 600,000 | 100,000 | | 750,000 | 36.3 ope | r. b.Buf. | - | 001,000 | 10 | - |
| ng. '58 nc. '58 | 30,0 | 19.0 | | 41,3 | | | | Hempfield | 1,388,168 | | | 1,056,450 | 459,872 | | 1,881,697 | 55.9 35.0 | | 423,561 | 166,852 | | - |
| p. '57 | 80,5 68,0 | 10.8 | | | | | | Lackawanna and Bloomsburg | 1,181,997 | 100 | May 18 | ******** | 1.000 | 000 | | 68.0 | ******* | ******* | | _ | - |
| 96, '40 | 28,0 | | | 20.2 | 15 | 6 | 882 | Lehigh Valley Little Schuylkill Manch Chunk and Summit H | 3,276,523 3,407,651 | 270.6 | 1.00 | 1,788,000 2,606,100 | 1,500,000 546,222 | 800,000 | | 45.7 38.0 | | 441,187 353,101 | 268,724 255,930 | | |
| ov. '58 | 18,0 | 74.0 | **** | | 16 | 14 | 619 | Mauch Chunk and Summit H. Mine Hill and Schuylk, Haven North Pennsylvania | 4 007 901 | 353,516 | | 3 088 710 | 2,714,500 | 201 404 | 6,197,816 | 85.7 | | 296,894 | 189 071 | | |
| ov. 58 se, 58 se, 58 p. 59 | 330.0 | 10.1 56.0 | 300.0 | 58.8 | 209 | 99 | 2,345 | Pennsylvania Phila, and Baltimore Central. Phila, Germant'n & Norrist'n Philadelphia and Reading Philadelphia and Sunbury | 21,853,949 | 2,828,529 | 2,316,050 | 13,240,225 178,787 | 16,094,451 101,100 | 798.213 | 30.168.987 | 386.0 | | 5.185.330 | 2 163 445 | 6 | 1 |
| p. '59 | 17.0 147,4 | 7.0 | **** | | 16 | 58 | 5.688 | Phila, Germant'n & Norrist'n | 1,422,977 19,390,868 | 228,555 | 20,180 | 1,298,500 11,787,041 600,000 | 374,800 12,195,950 | 104,720 | 313,061 1,742,833 24,044,305 | 24.0 | | 288,657 | 157,194 | 10 | |

AMERICAN RAILROAD JOURNAL.

RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterick (*) occurring in the column headed "Rolling-Stock," signifies that the cost is included in that of "Railroad and Appurtenances," A dash (—) signifies "nil." Running dots (----) signify "not ascertained." Land-Grant Railroads are in "italics."

| 1 2 1 2 | R | ailros | d. | | Equ | ipn | nent. | | 2 | , | Abstract | of Balan | ce Sheet. | | - 1 | inel. | eo- ins. | Earn | ings. | | 1 |
|----------------------------------|------------------|-----------------------------|--------------------------|-------------------------------|----------------|------------|---------------|--|--|----------------|----------------------------------|-------------------------------------|---------------------------------|--------------------|---|------------------|--|-------------------------------|---------------------------|------------|--------------------|
| | | - 2 | and | ress | | C | ars | Enamotes: | Proper | ty and A | ssets. | Jean name | Jabilities. | | Total, other nd lin- | d, ir | by loco- h trains. | abinot | Bern em | - tion | 1 |
| Years ending. | Main Line. | Lateral and Branch Lines | 2nd Track a Sideings. | Road in progress projected | Enginės. | Passenger. | Freight, etc. | Companies. | Railroad and Appurten- ances. | Rolling Stock. | Invested in foreign works. | Share Capi- tal paid in. | Bonded and Mortgage Debt. | Floating Debt. | Balance To incl. all of assets and bilities. | Road operated, i | Mileage run b motives with | Gross. | Net. | Dividenda, | |
| 7/11 | M. | M. | M. | M. | No | No | No. | PENNSYLVANIA, (Continued.) | | | | 8 | | | | M. | М. | | ign froi | p. c. | P |
| Dec. '58 Nov. '58 Oct. '57 | | 6.0 | | 80.0 | 31 | 60 | 487 | Philadelphia and Trenton Phila., Wilmington and Balt Pittsburg and Connellsville | 1,000,000 7,235,522 2,285,606 | 762,225 | 76,081 | 1,000,000 5,600,000 1,031,173 | 2,547,379 1,100,000 | 198,961 513,403 | 8,782,996 | 194.0 | oper. oy | Cam. & 1,095,847 45,586 | Amboy 344,152 4,318 | 5 | |
| Dec. 158 | 10.3 467.0 | = | | 127.5 | 94 | 96 | 1,130 | Pittsburg and Erie Pittsb'g, Ft. Wayne & Chicago | 14,631,110 | * | 91,100 | 6,260,555 | Unit Thinks | and the | 17,046,252 | 10.3 | | 1,567,232 | 601,668 | 2230 | 4 |
| Sep. '57 Jan. '59 | 25.0 | The | | 230.9 | | | | Pittsburg and Steubenville Schuylkill Valley Sunbury and Erie | 1,947,462 5,517,841 | 37,983 | | 1,221,277 3,903,843 | 527,000 | 309,591 | | 25.0 40.3 | | | | | |
| Mar. '59 | 29.7 | = | | | | | | Sunbury and Erie Tioga Williamsport and Elmira | 1,093,263 3,650,682 | 380,847 | India M | 1,500,000 | | 161,272 | | | | 191,970 | 96,308 | | 1 |
| Aug. '58 Nov. '58 | | _ | 2.0 | _ | 9 | 13 | 84 | N. Y., Providence and Boston | 2,158,000 434,698 | 1,588 | | 1,508,000 287,917 | | 36,139 | 2,158,000 | 50,0 13,6 | | 208,439 23,005 | | 5 | |
| Dec. '58 | | 1.5 | | 182.4 | | _ | 26 | SOUTH CAROLINA. Blue Ridge | 2,126,539 | 04.070 | 050.000 | 1,916,515 | 217,577 | 107 006 | 2,134,092 | | | - sunsqu | | 2018 | - |
| Dec. '58 Dec. '58 | 109.6 | _ | | 47.4 | 13 | | 176 | Charleston and Savannah Charlotte and South Carolina Cheraw and Darlington | 801,615 1,719,045 600,000 | 34,372 | 250,000 | 706,365 1,201,000 400,000 | 384,000 | | 1,099,536 | 109.6 49.3 | | 283,263 | 151,536 | 6 | |
| Jan. '59 | 143.2 | | | | | | | Greenville and Columbia Kings Mountain | 2,439,769 196,230 | 0.43-66 | | 1,429,008 | 1,145,000 | | 2,919,554 200,000 | 164.5 22.5 | | 841,190 | | 8 | 1 |
| July '58 Feb. '59 | 32.0 102.0 | = | | _ | -4- | | | Laurens North-Eastern | 543,403 2,011,652 | * | | 400,000 985,743 | 106,218 | 108,172 | 575,729 2,057,328 | 102.0 | | 27,568 220,014 | 96,145 | | |
| Dec. '58 July '58 | | | | 41.9 | 62 | 59 | 790 | South Carolina Spartanburg and Union TENNESSEE. | 5,517,384 | 1,103,130 | 374,060 | 4,179,475 | 2,770,463 | 193,086 | 7,701,337 | 242,0 | | 1,501,008 | 820,511 | 7 | |
| '58 '58 | 46.7 | = | | = | _ | | | Cleveland and Chattanooga Edgefield and Kentucky | 867,210 | | 17 | | | | | = | | 004.000 | 156,195 | | |
| Jun. '58 Jun. '58 | 130.3 | | | = | 10 | 13 | 95 | East Tennessee and Georgia. East Tennessee and Virginia. | | | | 1,289,155 | 1,968,950 | 278,319 406,659 | | 130.3 | | 264,959 191,198 | 95'231 | - | |
| Jun. '58 Jun. '59 | 82.0 | | | 48,3 | | | | Memphis and Charleston Memphis and Ohio | 5,276,573 3,200,000 195,364 | | 109,066 | 2,258,115 | 2,594,000 | 001,882 | 0,004,702 | 82.0 | | | | | |
| Apr. '59 Nov. '58 | 48.1 | | | 24.8 | | | 48 | Memphis, Clarkesv. & Louisv. Mississippi Central and Tenn. McMinnville and Manchester. | 1,023,470 565,459 | | 1 110 | 309,562 140,097 | | | 1,052,721 | 34.2 | run by | Nash. & | 43,436 Chatta, | - | |
| Nov. '58 | 151.0 | | | 172.8 | 38 | 20 | 323 | Nashville and Chattanooga Nashville and Northwestern . | 3,733,472 | | 160,000 | 2,262,405 | 1,674,000 | 85,944 | 4,121,55 | 193.2 | | 641,552 | 219,201 | - | - |
| Jun. '58 | | | | 68.3 9.5 | | = | = | Tennessee and Alabama Winchester and Alabama | 935,697 | * | | 309,754 | 626,889 | 83,037 | operated | 43.6 by | Nash. & | 55,775 Chatt. | 29,405 | 1111 | |
| '58 | | | | 158.0 | | | | TEXAS, (all aided by State). Buffalo Bayou, Braz.& Col'r'do Galvest., Houst. & Henderson | | | | | | | | 32.0 | | | | | |
| May '58 | 43.0 | - | | 31.0 306.0 | | 3 | | Houston and Brazoria | | | | 1,270,123 | 335,000 | 128.20 | 1,691,44 | 43.0 | | | | | - |
| '59 '59 | 25.0 | - | | 110.0 | | | | | | | | 1,210,120 | | | | 25.0 |) | | | | |
| Aug. '58 | 90. | _ | | 19.6 | 7 | | 181 | VERMONT. Connect, & Passumpsic Rivers | 2,345,724 | | | 1,200,000 | 800,000 | 1 010 80 | | 90.7 | 95,256 | | | | |
| Aug. '58 | 62.0 | | 3.4 | - | 10 | 6 | 201 | Rutland and Burlington | 1,771,683 | * | 92,859 | 950,000 | | | 6,392,14 1,780,683 10,276,296 | 3 62.0 | 154,997 | 174,429 | 1,566 | 3 | |
| Aug. '58 Aug. '58 Aug. '58 | 8 47.0 | - | 0.7 | - | 42 | - | - | Vermont Central Vermont and Canada Vermont Valley | 1,380,695 | | - 0,01 | 5,000,000 1,350,000 515,664 | | | 1,380,69 | ope | r. by Vt. | Central | | | - |
| Aug. '58 | 8 54.0 | 10.5 | | - | | | | Western Vermont | 1,083,500 | ***** | | 332,000 | 700,000 | | 1,083,500 | ope | r.b.Troy | | | | |
| Aug. '59 Sep. '58 | 8 75.8 | - | | 1 | | 8 | | Alex., Loudoun & Hampshire Manassas Gap | 3,262,990 | 209,901 | - | 1,403,018 | 418,000 | 292,95 | 3,939,72 | 9 75.8 | | 125,599 | 65,554 | | - |
| Mar. '56 Sep. '56 Sep. '56 | 0 103. | | A 5 | - | 8 | 10 | 101 | Norfolk and Petersburg Northwestern Virginia Orange and Alexandria | 5,322,150 | * | 10,500 | 1,346,876 468,605 1,899,329 | 5,719,229 | | 1,803,76 | 103. | 345,427 | | | | |
| Sep. '59 | 9 123.3 | 10.1 | | | 19 | 13 | 279 131 | Petersburg and Lynchburg Petersburg and Rosnoke | 3,040,636 | 374,996 | | 1,365,300 | 1,851,500 | 292,84: 34,34 | 4,745,25 1,313,05 | 6 133.4 | 5 | 410,166 310,988 | 201,344 186,085 | 5 5 | |
| Sep. '58 Mar. '58 | 8 140,4 8 75. | 1,8 | | = | 23 | 18 | 370 | Richmond and Danville Richm., Frederick & Potomac | 3,588,653 1,985,579 | * | 52,800 | | 680,118 | 116,55 | 2,183,23 | 2 75. | 1 | 269,126 | 145,656 | 8 7 | Ī |
| Apr. '5 | 9 38. | 3 | | 14.3 | | 1 | 13 | Richmond and Petersburg Richmond and York River | 488,190 | 22,816 | 00 500 | 836,100 657,812 | 85,000 | | 742,81 | 2 24.0 | 0 | 240,81 | - 22000000000 | 100 | |
| Aug. '50 Sep. '50 Aug. '50 | 9 178. | 17.0 | | 10.0 | 10 27 36 | 20 | 280 | Seaboard and Roanoke Virginia Central Virginia and Tennessee | 1,360,988 4,835,729 5,571,716 | 527,181 | 1 | 644,000 3,132,445 3,353,672 | 1,485,346 | 43,60 | 8,816,52 | 2 195.0 | 304,195 | 652,400 | 382,096 | 8 4 | 4 |
| Sep. '5 | 7 32. | 3 | | - | | | **** | Winchester and Potomac Wisconsin. | | | E Res | 300,000 | | | | | | 69,000 | | | |
| 5 Mar. '5 | 9 199. | - | | | | | | Kenosha and Rockford Milwaukee and Minnesota | | | 7.8 15.8 | | 10,414,066 | | 7 22,282,65 | | 8 | 492,45 | | | - |
| 1 Dec. '5 | 7 42 |) | | 27.8 | 8 | | | Milwaukee and Chicago Milwaukee and Horicon | 919,757 | # Til | 23,304 | 1,101,200 |) | | 1,908,55 | 42. | 0 10 mos. | | 3 | | |
| 1 Dec. '5' 1 Jan. '5' | 7 50. |) - | | 85. |) | 200 | | Milwaukee and Mississippi Milw., Watertown & Baraboo Racine and Mississippi | 514,238 | 1,006,100 | 1100 labe | 3,696,698 345,861 2,705,720 | 132,000 | | 8,506,54 8 5,692,47 | _ 50. | 0 | 121,401 213,964 | | | - |
| '5 | | | | | | 70 | - | Wisconsin Central | 600,000 | | - ARXII | 2,100,120 | 1,311,000 | 1,000,02 | operate | d by | | | | 200 | 10 10 |
| 1 July '5 | 9 158. | 5 | | | - 26 | 3 24 | 341 | FOREIGN COMPANIES. CANADA. Buffalo and Lake Huron | 2,884,887 | 740,870 | | 3,715,765 | 2 187,366 | 107.06 | 4,010,19 | 5 158. | 363,218 | | Das no | 105 | 8 2 8 |
| '5 | 9 81. | 11.0 | | | - 16 | 17 | 214 | Montreal and Champlain Brockville and Ottawa Grand Trunk | 100,000 | | | | | | | 48. | 0 166,246 | | 4.00 | F | į |
| | 9 229. | 0 128.0 | 0 | - 1 | 204 | 7 126 | 1.689 | Great Western | _ 22.153.321 | 0 1 (C) | 7.0000 | 14,054,908 | 8 81,351,133 8 8,480,849 | | 46,954,26 | | 0 2,049,997 0 1,360,900 0 37,081 | | | 3 | - |
| · '5 | 9 95. | 0 1.0 | | 200 | 1 | 2 20 | 33 | London and Port Stanley Northern (O. S. & H.) Ottawa and Prescott | Kerner | | | | | | | 96. | 8 254,530 | | | 201 | THE REAL PROPERTY. |
| '5 | 9 25. | | - | SEC. 15. | - | - | | Welland | | Alfa) | 1 V 200 | | 1444 | | | 25. | | CuO1. | 10.75 | 100 | |
| 0 Nov. '5 | | | | 10000 | 7 6 11 1 | - | 560 | European & North American New Brunswick and Canada | 2,100,356 988,746 | | to sist | 868,490 | 3 | 70,26 | 8 988,74 | 6 60, | | | -00/04 | 100 | 100 |
| '5 | 9 61. | 500 | - | 60. | 1 | | -1.7 | Nova Scotia | Sections. | (4) | Slock | it ad me | Rege | | | . 61. | 5 | | tyago - | 1 | S. |
| 1 Dec. '5 | 8 48 | - | | _ | - | | | New Granada. | 8,000,000 | | | 4.987.00 | 8,088,000 | | 8,000,00 | 0 48 | 7 | 1,808,90 | 21.445.62 | 2 1 | , |

AMERICAN RAILROAD BOND LIST.

(*) signifies that the road is in the hands of receivers. (t) that the company is in default in its interest. "R. F.," Sinking Fund. "var.," that the bonds fall due at different periods

| Description, | Amount, | Interest. | Due. | Price. | Description. | Amount | Interest, | Due. | Price | Description. | Amount | Interest, | Due. | |
|---|----------------------------|-----------|--------------|--------|--|------------------------|-----------|--------------|----------|--|---------------------------------|-----------|--------------|---|
| labama and Florida : | 200 | = | - | - | Chicago and Milwaukee : | 911 | - | - | - | Eaton and Hamilton : | | - | | _ |
| Mortgage | \$300,000 | | 1867 1863 | | 1st Mortgage (convertible) | \$512,000 | | | | lst Mortgage | \$757,734 | 1 | var. | |
| Convert. (guar. by Dir.) | 150,000 23,500 | | 1869 | | Real Estate 2d Mortgage | 188,864 | | 1868 | | Exchanged for Buff, and St. L. | 149,000 |) | | • |
| Land Mortgage | 123,171 | 19 | 13 | | Chicago and Rock Island: | 1,397,000 | 7 | 1870 | | Evansville and Crawfordsville : | | | | |
| Mortgage | 109,500 | | | | - 1st Mortgage Chic., St. Paul and Fond du Lac | 9 000 000 | | | | Plorido : | | | | |
| labama and Tenn. Rivers: 1st Mortgage convertible | 526,000 | 7 | 1872 | | 1st Mortgage (on 1st Division). 2d Mortgage (1st Land Grant). | 3,000,000 | 18 | | | Internal Improvement (State). | 1,655,000 | | 1891 | |
| 2d Mortgage | 225,705 | | | | 2d Mortgage (1st Land Grant). Real Estate | 350,000 | 18 | | | Internal Improvement (State) Free Land, 2d Mortgage Florida and Alabama: Internal Improvement (State) Free Land, 2d Mortgage Florida, Atlantic and Gulf Centr. Internal Improvement (State) | 1,500,000 | 8 | 1891 | |
| 2d Mortgage lbany, Vt. and Canada; 1st Mortgage lbany and West Stockbridge; | \$00,000 | 7 | 1867 | | Cincinn., Hamilton and Dayton : 1st Mortgage | 461,000 | | 1867 | 92 84 | Internal Improvement (State). | | | 1791 | |
| lbany and West Stockbridge : | | N. | Sal.55 | 200 | 2d Mortgage *Cincinn, Wilm and Zanesville lst Mortgage | 950,000 | | 1880 | 84 | Free Land, 2d Mortgage | | 8 | 1791 | |
| Albany City (S, F.) | 1,000,000 | 6 | '66-'76 | | 1st Mortgage | 1,300,000 | | | | Internal Improvement (State) | | | 1791 | |
| 1st Mortgage (Coupon) '60-'64 | 1,000,000 | | 162-64 | | 2d Mortgage | 574,000 158,000 | | | | Internal Improvement (State) - Free Land, 2d Mortgage Fox River Valley : | 200,000 | 8 | 1791 | |
| Stock, convert. (Coupon) tlantic and St. Lawrence : | 710,000 | 1,4 | '63-'66 | | Income Tunnel Right | 250,500 | | | | let Mortgage | 400,000 | | | |
| Dollar Bonds (Coupon) | 988,000 484,000 | | 1866 1878 | | Tunnel Right Cleveland and Mahoning: | 1,000,000 | *** | | | 2d Mortgage | 180,000 | | | ٠ |
| Sterling Bonds (Coupon) City of Portland Loan (Coup.) | 1,500,000 | | '68-'70 | | 1st Mortgage2d Mortgage | 694,500 | | | | Litchfield | 52,015 | | 1859 | |
| altimore and Ohio: | 3,000,000 | 5 | 275 | - 199 | 2d Mortgage | 469,000 38,800 | | ***** | •••• | 2d Mortgage (S. F.) | 1,993,000 | | 1875 | |
| Maryland Sterling Mortgage Coupons | 2,500,000 | 6 | 1885 | | 3d Mortgage Clev., Painesville and Ashtabula | 00,000 | | 7 - 22 - 15 | - | Galvest'n, Houst, and Henders'n : | | 110 | | |
| tt tt | 700,000 1,128,500 | | 1880 1875 | 834 | | | 7 | 1861 1861 | 99 | ************************* | | | | |
| | 1,000,000 | 6 | 1868 | | 2d Mortgage Special (Sunbury and Erie) Cleveland and Pittsburg: | 500,000 | | | | A STREET, STRE | | | | , |
| Balt. City Loan | 4,886,811 | 6 | | | 1st Mortgage (Main Line) | 800,000 | 7 | 1860 | 67 | *Great Western, Ill.: 1st Mortgage (W. Div. 100 m.). 1st M. (E.D. 84 m.), 2d M. (W.D.) | 1,000,000 | 10 | | |
| lst Mortgage convertible | 791,000 | | 1866 | | 1st Mortgage (Main Line) 2d Mort. (M. L.) or 1st Extension 3d Mort. (M. L.) or 2d Extension 4th Mort. (M. L.) or 3d Extension | 1,188,000 | 7 | 1873 | 58 | 1st M. (E.D. 84 m.), 2d M. (W.D.) | 1.350,000 | 7 | | |
| 2d Mortgage | 140,000 129,000 | | 1870 var. | | 4th Mort, (M.L.) or 2d Extension | 1,165,000 1,154,000 | | | | Old Sang. and Morg. Railroad . 2d Mortgage Chattel (Equipment) Mortgage Greenville and Columbia: | 323,000 | | | |
| Income (S. F.) | 199,500 | 7 | 1859 | | | | | | | Chattel (Equipment) Mortgage | 374,426 | | | |
| lvidere Delaware ; ist Mort, (guar, C, and A.) | 1,000,000 | 6 | 1877 | | Dividend Bonds and Scrip Cleveland and Toledo: | 491,825 | | | | 1st Mortgage, Coupon | 1,140,000 | | | |
| d Mortgage | | 6 | | | Junction 1st Mortgage 1st Div. Junction 1st Mortgage 2d Div. | 377,000 305,000 | 7 | 1867 1872 | | Hannibal and St. Joseph : | | | | |
| camd, and Amb. R.R. Co ack River and Utica : | 244,000 | 6 | | **** | Junction 20 Mortgage | 324,000 | 7 | 1862 | | Missouri State Loan | 3,000,000 | | | |
| st Mortgageston, Concord and Montreal: | 370,000 | 7 | 1869 | | Tol., Nor. and Clev. 1st Mort Tol., Nor. and Clev. 2d Mort | 522,000 299,600 | 7 | 1863 1863 | 70 | Income (convertible) | 3,509,500 310,000 | | | |
| ston, Concord and Montreal: | 200,000 | 6 | 1870 | | Junction Income | 61,500 | 7 | 1862 | | Plain | 11,000 | | | |
| d Mortgaged Mortgage Coupons | 300,000 | 7 | 1870 | | C. and T. Income C. and T. Income (convertible) | 192,950 409,900 | 7 | 1863 1864 | | Harrisburg and Lancaster : New Dollar Bonds | 459,872 | 6 | 1883 | |
| th Mortgage Coupons | 150,000 200,000 | 6 | | | C. and T. Income (convertible) | 373,000 | 7 | 1864 | | Hartford and New Haven : | | | | |
| th Morigage Coupons | 200,000 | 6 | ***** | | 1 C and T Dividend (convert) | 199,735 129,000 | 7 7 | 1865 1870 | | 1st Mortgage | 1,000,000 | 0 | 1019 | |
| ston and Lowell : | 440,000 | 6 | 1873 | • | C. and T. Income (convertible) C. and T. (S. F.) Mortgage Junction (Lloyd's) *Cleveland, Zanesville and Cin.: | 640,000 | 7 | 1885 | | *************************************** | | | | • |
| Mortgageston and Worcester: | 100,000 | 6 | 1860 | | Junction (Lloyd's) | 5,000 | 7 | 1862 | | | | | | |
| Mortgage (plain) Mortgage (convertible) ffalo and State Line; | 500,000 | | 1860 | | *********** | | | | | Houston and Texas Central: | | | | |
| ffalo and State Line : | 500,000 | 7 | 1866 | 90 | *Columbus, Piqua and Indiana: | | | ***** | | State (1st Lien) Loan | 210,000 125,000 | | 1866 | • |
| Income († in '59, † in '62) | 200,000 | 7 | var. | | *************************************** | | | | | Mortgage Hudson River : | | | 1869 | |
| Income († in '59, † in '62) Unsecured Erie and North-East | 200,000 | 7 7 | 1864 | | Columbus and Xenia : | | | | | 1st Mortgage 2d Mortgage \$d Mortgage | 4,000,000 2,000,000 | 7 | 1860 | |
| rlington and Missouri: | | - | | | 1st Mortgage | 18,000 | | 1859 | | \$d Mortgage | 3,000,000 | 7 | 1867 | |
| st Mort, on 1st Division | 75,000 | | | | | | | | | Optional Right Serip | 65,000 | 7 | 1868 | |
| Burlington Loaniro and Fulton (Mo.): | 13.000 | | 78-79 | | Mortgage (due 1859, 60, '62, '63) Connectic't and Passump.Rivers: | 210,000 | 6 | var. | | Construction | 12,885,000 4,115,000 | | 1875 1875 | |
| tate (Mo.) Loanmden and Amboy : | pa odean | 2.1 | | | 1st Mortgage | 800,000 | | | | Free Land | 3,000,000 | | 1860 | |
| fortgage | | 6 | 1864 1864 | | Cumberland Valley : 1st Mortgage | 116,500 | | | | Indiana Central : 1st Mortgage (convertible) | 600,000 | 7 | 1866 | |
| fortgage | 888,000 | 6 | 1849 | | 2d Mortgage Dauphin and Susquehanna : | 97,000 | | | | 2d Mortgage | 284,500 | 10 | | |
| fortgage fortgage terling (£210,000) terling (£225,000) | 1,700,000 | 6 | 1875 | | Dauphin and Susquehanna: | | . | | | Income | 281,500 | 1 | | • |
| terling (£225,000) | 1,080,000 | 6 | 1864 | | ********************** | | | | | 1st Mortgage | 500,000 | 7 | 1866 | |
| New Toati (188.0 \$001,000) | 2,500,000 800,000 | 0 | 1001 | | Dayton and Michigan : | | | | | Real Estate Mortgage | 200,000 | 7 | 1858 | - |
| nsecured | T. Cherry | 5.4 | 191 | | ****************************** | | | | | Dividend | 86,284 | | var. | |
| t Mortgage | 1,500,000 399,036 | 777 | 1865 1886 | 32 | Dayton and Western : 1st Mortgage | 300,000 | | | | Income and Domestic | 176,000 | | | |
| hattel Mortgage | 380,000 1 | 0 | 1871 | | 2d Mortgage | | | | | 1st Mortgage | 656,000 167,000 | | | į |
| uga and Susquehanna: t Mortgage | 300,000 | 7 | 1865 | | Delaware : 1st Mortgage | 500,000 | | | | 2d Mortgage Income | 166,000 | | | |
| ngernred | | | 1862 | | 1st Mortgage | 65,000 . | | | | Domestic | 34,200 | | | |
| tral of Georgia : ort. (due 1859 to 1863) | 158,767 | 7 | var. | | State Loan Delaware, Lackawanna and W'n : | 170,000 - | | | | 1st Mortgage | 289,000 | | | |
| tral of New Jersey: | 430,680,60 | 6 | 8505.9 | 0 | 1st Mortgage (E. Extension) | 900,000 - | 1 | 871 875 | 88 | 2d Mortgage* *Kennebec and Portland : | 392,000 | - 1 | | |
| t Mortgage | | | var. 1875 | | 2d Mortgage | 2,600,000 . | | | | Let Mostore (City and Town) | 800,000 | 6 | 1870 | |
| icomentral Ohio : | | | var. | | 2d Mortgage Income (due 1862, '65 and '67) Detroit and Milwaukee : | 1,263,170 | 1 | | | 2d Mortgage | 230,000 250,000 | P5.7.11 | 1.005 | |
| t Mortgage | 450,000 | | 1861 | | 1st Mortgage (convertible) | 2,500,000 | 7 1 | 875 | | *Kentucky Centr.(Cov.and Lex.): | | | | |
| | 800,000 | 7 1 | 1864 1865 | | 2d Mortgage (convertible) | 1,000,000 750,000 1 | 8 1 | 866 . | | 1st Mortgage | 160,000 260,000 | 7 1 | | |
| Mortgage (S. F.) | 950,000 | 1 | 1885 | | 2d Mortgage 3d Mortgage (convertible) 4th Mortgage (G. W. R. R.) Dubuque and Pacific: | 500,000 | | | | 1st Mortgage 2d Mortgage (convertible) | 1,000,000 600,000 200,000 | 7 . | | |
| mortgage (S. F.) | 1,339,250 . 1,238,200 . | | | | Dubuque and Pacific : New Construction | 800,000 | + | | er l | 8d Mortgage Guarantied by Covington | 200,000 | 6 | | J |
| Mortgage Mortgage (S. F.) | 100,000 | | 1862 | | Dubuque Western: | | | KAT | | Guarantied by Cincinnati | 100,000 | 0 - | | |
| rieston and Savannah : t Mortgage (endorsed) | 810,000 | 6 . | 1 | | 1st Mortgage Eastern (Mass.) : | 344,000 | 1 - | | | Income | 210,000 | 6 | | |
| Mortgage | 1,000,000 | | | | Income (due \$75,000 annually). | 525,000 | 6 V | | | Kent'ky Centr. (Lex. and Danv.): | 100 | | A. P. | |
| shire : | 786,400 | 7 | var. | | 2d Mortgage (convertible) 8d Mortgage (convertible) | | 5 1 | | | | | | | į |
| shire: ort. (1860, '63, '75 and '77) cago, Burlington & Quincy: onsolidated 1st Mort. | 710 111 | -33 | Street, 1 | | 3d Mortgage (convertible) | | | | | Keokuk, Ft. D. Moines and Minn,: | | | | ĺ |
| onsolidated 1st Mort. | 1,660,000 | 8 17 1 | 1883 | | State, 1st Mortgage | 970,000 | 1 | | | City of Keokuk, 20 years City of Keokuk, (special tax) | 400,000 150,000 150,000 | oi | | ļ |
| b. and Aur. 2d M. (8.F.) | 308,000 | 7 1 | 869 | | State, 1st Mortgage Endorsed by State of Tennessee | 150,000 | | | | Lee County, 20 years Keokuk, Mt. Pleas't and Muscat.: | | | | |
| ent, M.I. Tr. 1st Mort | 281,000 | 8 1 | 868 | | Mortgage (ordinary) East Tennessee and Virginia : | 790,688 | | | | Lee County | 150,000 | 8 - | | ĺ |
| onsolidated ist Mort. hte and Aur. 1st Mort. hte and Aur. 2d M. (S.F.) ent. Mil. Tr. 1st Mort. ent. M. T. 2d M. (Conv.) cago, Atton and St. Louis: t Mortgage l Mortgage | 60-11-5 | | 1.22 | | State, 1st Lien Endorsed by State of Tenness | 1,602,000 | | | | Lee County | 150,000 200,000 50,000 | 8 | 2007 | ľ |
| b Mortgage | *** | 1 | **** | | Ist Mortgage (after State) Redeemable in Stock | 200,000 | | | and the | Lehigh Valley: | 00,000 | | 1 | ĺ |
| | | 4 T | | | Radeamable in Stock | 66,950 | 1 | 1000 | 200 | 1st Moutage | 1.500.000 | 0 1. | **** | ø |

AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F.," Sinking Fund. "var." that the bonds fall due at different periods.

| Description. | Amoun | Interest | Due, | Price. | Description. | Amount | Interest | Due. | Price. | Description. | Amount | Interes | Due. | Theire |
|--|------------------------|----------|----------------------------|--------|---|--|----------|--|----------|---|----------------------|--|----------------------|--------|
| Crosse and Milwaukee : | Ditte | 1 | E 2 | | Montgomery and West Point : | CI - V = D | H | 64.1 | | Orange and Alexandria: | F 18014.5 | | | F |
| 1st Mortgage (Eastern Div.) 2d Mortgage (Eastern Div.) | \$903,000 1,000,000 | | | | Alabama State Loan | \$122,622 350,000 | 6 | var. | | State Loan | \$400,000 612,500 | | | 6 |
| ist Land Grant (Western Div.). | 4,000,000 | 1 | | | Mortgage | 450,000 | 8 | 1866 | | 2d Mortgage | 1,587,500 | | | į, |
| 2d Land Grant (Western Div.) | 353,600 | 1 | | | Muscogee: | THE POSTER | 13 | 78-90 | 50 | Pacific (Mo,): | 7,000,000 | | 253 | Ü |
| 3d Mortgage (whole road) Farm Mortgage | 1,700,000 | + | | | 1st Mortgage Nashville and Chattanooga: | 249,000 | 7 | | | State (Mo.) Loan | 2,800,000 | | | ũ |
| Unsecured Bonds | 1,785,000 | 1 | | | Mortgage (State endorsed) | 1,500,000 | | | | Construction | 4,500,000 | | | - |
| xington and Frankfort : Mortgage, due 1864, '69 and '74 | 100,000 | | 01 1 | | Chat, and Clev. Subsc. (endors.) | 150,000 | | | | Panama: | 1750,000 | 100 | 1859 | i |
| ttle Miami : | 130,000 | 6 | | | Not endorsed*New Albany and Salem : | 24,000 | | | | 1st Mortgage Sterling | | | 1865 | i |
| Cincinnati Loan | 100,000 | | | | Crawfordsville | 175,000 | | | | 1st Mortgage Sterling2d Mortgage Sterling | 1,000,000 | | 1872 | B |
| lst Mortgage2d Mortgage | 138,000 7,000 | 6 | | **** | 1st Mortgage | 500,000 2,235,000 | | | | Pennsylvania: 1st Mortgage (convertible) | 4,905,000 | 10 | 1888 | E |
| 3d Mortgage | 981,000 | | ****** | | 1st Mortgage New Haven and Hartford: | 2,200,000 | 0 | | | 2d Mortgage | 1,928,000 | 8 | 1875 | ı |
| ong Island : | | | | | **** **** **** ************************ | | | | | 2d Mortgage Sterling For Canals, etc. | 1,539,840 | | 1875 | ě |
| State Loan [S. F.] | 100,000 500,000 | | 1876 | | W Ham N Land and Stanleton | | | | | For Canals, etc | 7,400,000 | | | ľ |
| ouisville and Frankfort : | 500,000 | 10 | 1010 | **** | *N. Hav., N. Lond. and Ston'gton: Mortgage | 450,000 | 7 | | | 1st Mortgage | 600,000 | 7 | ***** | į. |
| Louisville Loan | 174,000 | | | | Mortgage | 200,000 | 6 | | | Penobsect and Kennebec: | | | 1874 | ł |
| lst Mortgageouisville and Nashville : | 248,000 | | | | Extension | 100,000 | 10 | ***** | **** | Bangor City 1st Mortg. (Coupon 2d Mortgage (Coupon) | 250,200 | | 1876 | l |
| State [Tenn.], 1st Lien | 300,000 | 6 | | | New Haven and Northampton: 1st Mortgage | 500,000 | | 1869 | | 3d Mortgage (Coupon) | 156,600 | | | ı |
| 1st Mortgage | 2,000,000 | | | | New Jersey: | TOF | | | | Pensacola and Georgia: | (Level) | 137 | 0.5 | ł |
| eMinnville and Manchester: | 372,000 | 6 | 100 | | New Jersey: Company's (various) | 711,000 | | var. | | State Internal Improvement | | 17 | 35 y's | ľ |
| State [Tenn.] | 24,000 | | | | New London, Willim, and Palmer 1st Mortgage | 500,000 | 71 | | 1 01 | Free Land Peoria and Oquawka: | | - | Morte | ĺ |
| Mortgage | 10,000 | | | | 2d Mortgage | | | | | | | 1 | ***** | 1 |
| adison and Indianapolis: | | | 1 | | Income (convertible) | 152,000 | 6 | | | Peru and Indianapolis: | A 527 (1989) | 4 | William. | J |
| State [Ind.] Loan | | | | | New London City | 100,000 | 61 | | | Petersburg: | ********** | 1 | | J |
| farietta and Cincinnati : | | | ***** | | N. Ori'ns, Jackson and Gt. North. State (Miss.) Loan | 155,000 | | | | Mortgage (due 1863 to 1872) | 103,000 | 0 7 | var. | J |
| 1st Mortgage [convertible] | | | | | lst Mortgage | 3,000,000 | 8 | 1886 | | Petersb'g and Lynchb'g (S. Side) State (Va.) Loan (S. F.) | 800.00 | 938 | 121014 | J |
| 2d Mortgage3d Mortgage | 2,000,000 1,500,000 | | | | N. Orl'ns, Opelous, and Gt. West. | 621,000 | | pmt o | 11 | State (Va.) Loan (S. F.) 1st Mortgage (1859-70-75) | 365,00 | | var. | ı |
| Sterling Income | 333,000 | | | | New Orleans City Loan | 1,500,000 | | | | 3d Mortgage (1862-70-72) | | | | ı |
| Domestic | 928,617 | | 59-62 | | 1st Mortgage (8. F. and Land) New York Central: | 2,000,000 | | | | 3d Mortgage (1862-70-72) Special Mortgage (1865-68) | 175,00 | 0 6 | var. | J |
| emphis and Charleston : | 10 min | 1 | 177.04 | 1 | New York Central: | 21000 | | 1144 | 100 | Last Mortgage (1861 to 1869) | 133,00 | 0 8 | var. | J |
| State [Tenn.] Loan 1st Mortgage | 1,100,000 | | | | Albany Loan—Alb. and Sch'dy. State Loan—Sch'dy and Troy | 127,000 | | 1864 | 102 | Phila, Germant'n and Norrist'n : Consolidated Loan | 274,80 | 0 | I de la constante | á |
| emphis, Clarkesv. and Louisv. : | 100 | 1. | 1000 | | State Loan—Rochester and Syr | 77,38 | 2 5 | 1861 | | Loan of 1842 | | | | d |
| State [Tenn.] Loan | 910,000 | 0 6 | | | State Loan-Buffalo and Roch. | 55,30 | 5 | 1861 1865 | | Philadelphia and Reading: | - | | 1000 | d |
| emphis and Ohio : State [Tenn.] Loan | 1,340,000 | 8 | | | State Loan-Roch., L. and N. F | 298,00 | 7 | 1861 | | Mortgage | | | | 1 |
| ichigan Central : | 1,010,000 | 10 | | | Stock Subscription Premium Consolidated Stock | 785,00 8,000,00 | | 1883 1883 | | Mortgage (convertible) | 886,00 | 0 .6 | 1800 | d |
| 1st Mortgage Sterling | 467,489 | | | | Real Estate | 221,00 | 6 | 1883 | | Mortgage (convertible) | 134,00 | 0 6 | 1860 | i |
| 1st Mortgage (convertible) | 258,000 | | | | New Convertible | 3,000,00 | 0 7 | 1864 | | Mortgage | 3,209,60 | 0 6 | 1870 | å |
| Unconvertible 1st Mortgage (convert.) Dollar | 3,831,00 | | | | *New York and Erie: 1st Mortgage | 3,000,00 | 0 7 | 1867 | 91 | Mortgage (convertible) Lebanon Valley R. R. (convert | 1,500,00 | 0 7 | | |
| 1st Mortgage (S. F.), convertible | | | | | 2d Mortgage | 2,000,00 | 0 7 | 1859 | 88 | Real Estate Mortgage Phila., Wilmington and Baltimore | 516,45 | 0 | YAY. | Ä |
| lich. Southern and N'n Indiana: | | | | | 3d Mortgage (convertible) | 6,000,00 | | 1871 | | Phila., Wilmington and Baltimore | 688,92 | 9 6 | 1800 | ă |
| Michigan Southern Northern Indiana | 993,00 | | | | 4th Mortgage (convertible) | 3,715,00 1,253,50 | 0 7 | 1880 1883 | 48 70 | Mortgage Loan | | 0 8 | | |
| Erie and Kalamazoo | 300,00 | 0 1 | 1862 | | 5th Mortgage | 3,423,00 | 0 7 | 1871 | 26 | Improvement | | 0 6 | | |
| Michigan Southern | 259,00 | | 1863 | | Unsecured (convertible) | . 3,001,00 | 0 7 | 1862 | 26 26 | Pittsburg and Connellsville : | 1000000 | | BUSIE | į |
| Northern Indiana | | | 1863 1865 | door | Sinking Fund New York and Harlem : | 3,925,50 | 0 7 | 1875 | | Pittsburg Loan | 750,00 | | | i |
| Goshen Air Line | 1,335,00 | 0 1 | 1868 | | 1st Mortgage | 3,000,00 | 0 7 | 1873 | 92 | Connellsville Loan | 100,00 | 10 | | į |
| Detroit and Toledo | . 336,00 | 0 1 | 1876 | | 2d Mortgage | 1,000,00 | | 1864 | 91 | Mc'Keesport Loan | 100,00 | 10 | | å |
| General Mortgage (S. F.) | 2,458,00 | 0 1 | 1885 1877 | | 3d Mortgage | 1,000,00 | 0 7 | 1867 | | Baltimore Loan | | | | ă |
| 2d Mortgage | 2,110,00 | , | 1911 | | New York and New Haven: 1st Mortgage | 311.00 | 0 7 | 1860 | 911 | *Pittsb'g, Ft. Wayne and Chicago | | 5 | gliol | i |
| 1st Mortgage | 630,00 | 0 8 | | | 1st Mortgage | . 965,00 | 0 6 | 1866 | | 1st Mortgage (O. and P.) | 1,000,00 | | - 1865 | |
| ilwaukee and Chicago: | 400.00 | | | | lst Mortgage | . 929,00 | 0 6 | 1875 | | 2d Mortgage (O. and P.) Income (O. and P.) | 750,00 1,991,00 | 00 | - 1866 - 1878 | |
| 1st Mortgage | 200,00 | | | | N. York, Providence and Boston 1st Mortgage | | 0 6 | | | Bridge (O. and P.) | 199,50 | | - 1010 | ı |
| Milwaukee and Horicon: | 1 | | | - | North Carolina: | 1 | 1- | | | 1st Mortgage (O. and I.) | 1,000,00 | 00 | 1872 | į |
| 1st Mortgage | 420,00 | | | | State Loan | 2,000,00 | | | - | 2d Mortgage (O. and L.) | 380,00 | | - 1873 | |
| 2d Mortgage | - 600,00 - 150,00 | | | | State Loan | 1,000,00 | 0 6 | | - | lst Mortgage (F. W. and Chic.) Real Estate (F. W. and Chic.) | 1,250,00 | 00 | - 1873 - 1874 | |
| Farm Mortgage | - 100,00 | - | | | 1st Mortgage | 700,00 | 0 | | | Mortgage, Consolidated Comp | y 1,229,00 | 00 | - 1887 | ĺ |
| 1st Mortgage (convertible) | - 74,00 | 0 10 | 1861 | | . 2d Mortgage | 224,50 | 0 | | - | Pittsburg and Steubenville: | 000.00 | 20 | 1000 | |
| 1st Mortgage (convertible) | 526,00 | 0 8 | 8† 1862 8† 1863 | | Real Estate | 35,93 | 0 | | - | Mortgage | 800,00 | T | 1865 | |
| 1st Mortgage (convertible) | 1,250,00 | 8 100 | 1877 | | Northern Central: Balt, and Susq. R. R. (Coupons | 150.00 | 0 6 | 1866 | | Platte County: State (Mo.) Loan | 300,00 | 00 0 | 1879 | į |
| 1st Mortgage (convertible) South-West Branch | - 350,00 | 00 8 | 8† 1866 | | Md. State Loan (B. and Susq.) | 150,00 | 10 | | | Potsdam and Watertown: | | IDS | (EV)p | j |
| 2d Mortgage | - 600,00 | 00 10 | 1862 | | York and Cumberland 1st Mor | t. 175.00 | 00 6 | 1870 | | lst Mortgage | 800,0 | 00 7 | 104-7 | A |
| Construction3d Mortgage | 500,00 | 00 | 7† 1859 8† 1862 | | York and Cumberland 2d Mor York and C. guar, by Baltimor | | 100 | 1871 | | let Mortgage | 1,200,0 | 00 | 1873 | |
| Mississippi Central: | | | 1 | | N. C. Contract | | | | | lst Mortgage | Service Street Co. | 30 | 7977 | |
| 1st Mortgage | - 1,007,36 | 33 | | | Construction | | | | | lst Mortgage (Eastern Divisio | m) 680,00 | | | å |
| Income | | | 0 | | Northern (Ogdensburg): | 1 500 0 | | 14 1070 | | let Mortgage (Kastern Divisio 1st Mortgage (West'rn Divisio Raleigh and Gaston: | 757,00 | | 0330 | i |
| dississippi Central and Tenn.: | 45,00 | 0 | | | lst Mortgage | | 00 | 11869 | | Coupon | 100,0 | 00 | 1802 | |
| State (Tenn.) Loan | 529,00 | 00 | 6 | | North Missouri: | - | | 1001 | | Rensselaer and Saratoga: | लाकार हो। | 1.000 | 1) (1):400 | j |
| Income | 95,50 | 00 | ** | | State Loan | 2,000,0 | | | - | lst Mortgage | ** ******* | 3 | 1868 | |
| 18t Mortgage (convertible) | 1.000.00 | 00 | 7 | 1 | State Loan | 2,000,0 | | | - | Richmond and Danville: | 0,000 | 00 | 1070 | į |
| 2d Mortgage (S. F.) Oskaloosa Division | 400,00 | 00 | 8 | | . North Pennsylvania: | 1 5 0 W | | | - | - State (Va.) Loan | 200.0 | 00 | 1875 | l |
| Oskaloosa Division | 1,425,0 | 00 - ' | 7 | | Mortgage | 2,500,0 | | | - 8 | Mortgage (Coupon) | 250,0 | | 1859 | ĺ |
| Land Grant | 7,000,0 | 00 | 7 | | Chattel Mortgage | 214,5 | 00 1 | | | Registered | 150,0 | ·- | 1800 | |
| Tennessee State Loan | OR O | 00 | 6 1885 | 1 | Northern (N. H.): | 4) 219,5 | 00 | - | | Sterling (687,000) | | 06 | 1860 | j |
| Mississippi State Loan | 202,7 | 99 | 6 1000 | | Mortgage (due 1860, '64 and '7 Norwich and Worcester: | =1 Zin'0 | | | | Convertible | 54,5 | 00 | 1878 | j |
| Mississippi State Loan 1st Mortgage | 171,0 | 00 | 7 1876 | | Mass. State Loan | 400.0 | 00 | | | Dividend Certificates | 8,06 | 100 | 1878 1857 1869 | l |
| Mobile and Ohio: City (Mobile) Tax Loan | 400,0 | 00 | 6 | 113 | Mortgage | 205,8 | | 6 1860 | | Dividend Certificates | 200,8 | | 1009 | j |
| Tennessee State Loan | 674.8 | | 6 | | Mortgage Dividend Scrip and Bonds | 16,0 102,3 | | 7 1860 6 var. | | Coupon | 159, | 100 | 1875 | j |
| Alabama State Loan | 389.4 | 10 | 6 | | [Unio and Mississippi (U. and Ind | 1:1 | | | | Rutland and Burlington: | | (3) (c) | n Herget | |
| Income | 759.4 | 15 | 8 1861 | | Ist Mortoage | 9 198 8 | 00 | 1858 | - | 1st Mortgage | 1,800,0 | | | i |
| Income | 354,7 | 28 | 8 1862 | | 2d Mortgage | 316,9 4,637,9 | 90 | 1858 | | 2d Mortgage | | 100 - | | İ |
| Income | 18.7 | 00 | 8 1865 8 1867 6 1888 | 9 | income | 3,591,1 | 85 | 1 1858 | | - 3d Mortgage | : nemedo | 339 | G 10392 | f |
| Sterling. Misalssippi State Lean | 878.0 | 65 | 6 1888 | ar C | Onio and Mississippi (Ill.): | SE 373 71 | 201 | 21 633 | 50 T | 1st Mortgage | 400 | 000 | | f |
| ALIBRIAN MAN DIAGO T AGO | 1 000 0 | ION | 6 | | | STREET, SQUARE, SQUARE | | ASSESSMENT OF THE OWNER, THE OWNE | | II at at an end | 444 | AND DESCRIPTION OF THE PERSON NAMED IN | | ø |

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OAL PWCEF OLDD

| AMERICAN RAILROAT | | | | 2 1 2 | Railroad Reports. RAILROAD COMPANIES will oblige us by sending us copies | Sacramento Valley Railroad. The following is a statement of the earnings of |
|--|------------------------|-----------|---------------------|--------|--|--|
| For explanations see pre- | ceding pe | Age# | | _ | of their Reports as soon as they are published. | the Sacramento Valley Railroad during the last |
| Description. | Amount. | Interest. | ie. | Price | American Railroad Journal. | three years: 1857. 1858. 1859. |
| | A. | In | Due. | Pr | Saturday, December 17, 1859. | Gross rec'pts.\$177,842.11 \$185,108.20 \$211,420.55 Oper'g exp's. 91,044.56 82,840.46 96,848.83 |
| Bandusky, Dayton and Cincinnati: Mortgage | 182,000 | 10 | 1856 | 101 | New York and Eric Railroad. | Total \$86,797.55 \$102,267.74 \$115,076.73 |
| Mortgage | 997,000 1,000,000 | 7 | 1866 | | The adjustment of the floating debt of this com- | The state of the s |
| Dividend | 224,000 | | 60-62 | | pany, whereby the payment of interest has been | From this are to be deducted pay- ments for the ground, for depot, new |
| lst Mortgage | 1,290,000 | 1 | **** | | resumed on the first mortgage bonds, has been ef- | track along the levee at Sacramento, |
| 1st Mortgage | 250,000 | 71 | 1858 1856 | Pater | fected, we are assured, on terms not unfavorable | and for material on hand and on shipboard not used |
| 1st Mortgage (R. and W. Br.) | 100,000 45,000 | 71 | 1856 1858 | | to the company. | shipboard not used 23,110 11 |
| Unsecured | 300,000 | 100 | invivo | Mis'S | The proposition for the adjustment of the second | Net proceeds over and above expenses. \$92,901 55 |
| 1st Mortgage | 75,000 | | 1870 | | mortgage, by offering a bonus of fourth mortgage | The second of th |
| 4th Mortgage | 60,000 | 6.0 | BUSINES ! | | bonds, is, thus far, only mooted; but it is not im- | New York Central Railroad. |
| State Loan | 200,000 183,333 | 6 | 1868 1863 | | probable, we are informed, that it may not be | We give below the material portion of the late |
| Sterling | 2,000,000 246,500 | 5 | 1866 | | made, though the terms are not yet agreed upon. | report of the New York Central Railroad, which is just received. It falls very far short of what a |
| Auditor's | Courses | 1912 | Morte | he: | The road is doing well, the earnings for November being \$536,608, against \$446,101 for 1858; an | report from this company should be; but as an- |
| South-Western (Ga.): | 500,000 | Link | garanda) Guniora | Pene | increase of \$90,507. The earnings for December, | other, made by a committee of stockholders, may |
| 1st Mortgage Springfield, Mt. Vern. and Pittsb. : | 631,000 | 1 | 1875 | | so far, are considerable better than for the same | make up for the deficiency of that of the Direct- |
| 1st Mortgage | 500,000 450,000 | | | | time in 1858. The road has been taxed fully up | ors, we defer comment till the second one comes |
| Steubenv. and Ind. (P. C. and C.): | : alloman | dibe | d Lan | Peru | to its capacity. The facilities that Long Dock | to hand. |
| 1st Mortgage2d Mortgage | 1,500,000 900,000 | | | | would give would add largely to the earnings of | The Directors chosen at the meeting of the |
| 1st Mortgage | 2,000,000 | 71 | 93057 | Mo | the road. | stockholders, are: Erastus Corning, Albany; Dear |
| 2d Mortgage | 1,535,000 | 71 | | | We annex the third monthly report of the Re- | Richmond, Buffalo; John H. Chedell, Aubura |
| St. Louis and Iron Mountain: | 120/02/1705 | (mg) | Service Level | This I | ceiver of the road: | Horace White, Syracuse; Alonzo C. Paige, Sche- |
| State (Mo.) Aid | 2,501,000 500,000 | | | | NATHANIEL MARSH, RECEIVER, IN ACCOUNT WITH | nectady; Nathaniel Thayer, Boston; John V. L. |
| St. Louis County Subscription Carondelet Subscription | 1,000,000 | | | | THE NEW YORK AND ERIE RAILROAD COMPANY. 1859. Receipts. Dr. | Pruyn, J. L. Schoolcraft, Albany; Isaac Townsend |
| Sunbury and Erie: Mortgage | 1,000,000 | 1:18 | 1 | 0.1 | Oct. 31. To balance per last report\$50,926 | N. Y.; Livingston Spraker, Pal. Bridge; Jacob |
| Mortgage | 7,000,000 | 5 | | | Nov. 30. To rents collected \$4,962 | Gould, Rochester; Cornelius L. Tracy, Troy |
| Syracuse, Binghamton and N. Y.: | ******** | | ***** | | To dam'd,&c., goods sold 925 To old railroad iron sold. 15,614 | Charles H. Russell, N. Y. |
| Terre Haute, Alton and St. Louis: 1st Mortgage (convertible) | 1,000,000 | 71 | 62-72 | 55 | To dis. and currency bo't. 45 | Income Account for the year ending Sept. 30, 1859 |
| 2d Mortgage (convertible) | 2,000,000 | 71 | '68-'70 | | To North'n R. R. on acct. 831 | Expenses of maintaining and operating road\$3,349,429 11 |
| 1st Mortgage (Bel. and Ill.) 2d Mortgage (Bel. and Ill.) | 517,000 494,000 | 71 | 1869 | | To Pittsburg, Ft. Wayne and Chicago R. R. Co. 208 | Coupons and interest 970,059 62 |
| 3d Mortgage (Bel. and Ill.) Tennessee and Alabama: | 503,000 | OLL | 1874 | 146 | and Chicago R. R. Co. 208 To Williamsport and El- | Dividend No. 11, Feb., 1859, 4 per |
| State (Tenn.) Loan | 814,000 46,000 | | | | mira R. R. Co 312 | cent |
| Terre Haute and Richmond: | 235,000 | 130 | ij Kaju | 11129 | To La Crosse and Milwaukee R. R. Co 682 | 1859, 3 per cent 720,000 00 |
| Toledo, Wabash and Western: | | 23.1 | 1005 | iA. | To Phila., and Reading | 1,679,782 00 |
| 101edd, Wholsh and St.Louis) 2d M. (L. Er., Wab, and St.Louis) 2d M. (L. Er., Wab, and St.Louis) 3d M. (L. Er., Wab, and St.Louis) Real Estate (L. Er., W. and St.L.) 1st Mortgage (Toledo and Ill.) 2d Mortgage (Toledo and Ill.) 3d Mortgage (Toledo and Ill.) | 2,500,000 1,200,000 | -7t | 1865 1869 | | R. R. Co 691 | Contribution to Sinking Fund:— Debt certificates\$114,102 77 |
| 3d M. (L. Er., Wab, and St. Louis) Real Estate (L. Er., W. and St. L.) | 1,200,000 300,000 | | 1891 1861 | | To old scrap iron sold 1,279 To hire of cars 16 | Bonds to Buffalo and Ni- |
| 1st Mortgage (Toledo and Ill.) | 900,000 | 71 | 1865 1865 | | To car keys loaned con- | agara Falls R. R. Co. 2,651 00 |
| 3d Mortgage (Toledo and Ill.) Vermont Central: | 600,000 | | 1865 | | ductors 20 | Rent of the Niagara Bridge and |
| 1st Mortgage | | | | 17 | To freight and passenger receipts623,773-648,364 | Canandaigua Railroad 60,000 Co |
| 2d Mortgage | Liber O | | | - | receipts | Balance, Sept. 30, 1859 1,619,150 54 |
| Mort guarantied by State of Va | 1,869,595 | | 1880 | | Total\$699,291 | \$7,795,175 00 |
| Mortgage | 206,000 | | 1872 1884 | | Balance on hand Nov. 30, 1859\$176,786 | The state of the s |
| Mortgage Mortgage, (coupons) Dividend, due 1865, 66 and 75. Income (1859 to 1863) | 238,346 | | var. | | Nov. 30. By sund. accounts for | Balance, Sept. 30, 1858 |
| Virginia and Tennessee: | 161,859 | 13.7 | var. | un. | supplies, &c 12,431 | Freight 44 3.337 148 36 |
| State (Va.) Loan | 1,000,000 | 6 | 1887 1872 | | By interest on accept's. 108 | Mail " 95,765 60 |
| Ist Mortgage Fractional Mortgage | 23,500 1,000,000 | 6 | 1868 | | By charges on freight. 93,979 By railroad iron bought 80,296 | Miscellaneous " 201,565 75 6,200,848 8 |
| Salt Works Br. Mort. due '58-'61 | 203,000 | 6 | var. | ind- | | The Monte of the Confirmation of the term of |
| 3d Mortgage (Income) | 431,000 | 100 | Mortes | Del. | By tolls, N. I. R. R 2,973 | \$7,795,175 0 |
| 1st Mortgage | 568,500 | | 1875 | **** | By rents paid 1,187 | General Balance Sheet, Ledger Sept. 30, 1859. |
| Mortgage (due by instalments) Western (Mass.): | 688,500 | 7 | var. | | Interest9,939 | Railroad and equipment\$30,840,713 7 |
| Sterling (£899,900). Albany City (Alb'y and W. S,). | 4,319,520 | 5 | 68-71 | | By taxes paid 15,277 | Cash in banks, and cash balances . 490,163 0 Buffalo and State Line Railroad . 557,800 0 |
| -Western Vermont: | - 03at8 V | 16.6 | 100* | 0 | By Winslow Bush & | Troy Union Railroad |
| Villiamsport and Elmira: | 700,000 | - | 1861 | | By Winslow, Bush & Strong acct, judgment 15,000 | Hudson River Bridge 10,080 0 |
| 1st Mortgage | 1,000,000 | | Three | | By telegraph right to | Debt certificates, etc., chargeable to Income |
| 2d Mortgage | 495,000 | | 1300 | | use, &c 806 | Fuel and supplies; surplus beyond |
| Wilmington and Manchester: | 596,000 | | hamb? | 81 | By coal bought 459 By sundry bills for sup- | \$1,000,000 286,706 70 |
| 2d Mortgage | 1,000,000 | | - | | plies and expenses 78,253 | Bills receivable 42,758 6 |
| Wilmington and Weldon: | Sentencial Provid | 1 | n bos | Rai | \$522,554 | Real estate (Buffalo and Niagara |
| moregage, payable in England | 443,555 144,500 | -70 | Strank: | | By balance on band 176,786 | Falls R. R. Co 32,500 0 |
| Sterling, issued in 1858 | | | | | F Dank a Songress & So | Do. (Oliver Lee & Co.'s Bank) 84,826 68 |
| Mortgage, payable in England Sterling, issued in 1858. Company's, endorsed by State Winchester and Potomac: Mortgage York and Cumberland: | 203,500 | 100 | 20000 | Janet | 1041 | Do. (Oliver Lee & Co.'s Bank) 34,826 6 Trustees Syracuse & Utica R.R.Co. 6,680 9 |

| days and to rebuild a salutation of the bases | AN | 0 |
|---|---|----------|
| ediawannan damawananay mana an ha | 711 T 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 | PRI |
| THE DEBL : THE STREET STREET SHEET | 24,000,000 | 00 |
| Albany and Schenectady R. R. Co. | 126,000 | |
| Schenectady and Troy R. R. Co | 100,000 | |
| Rochester and Syracuse R. R. Co., | 65,669 | |
| Buffalo and Rochester R. R. Co | 51,067 295,000 | |
| Roch., Lock. & Niag. Falls B. R. Co. | 45,000 | |
| Buffalo and Niagara Falls R. R. Co. Debt certificates | 7,925,000 | |
| Bonds for convertible loan | 3,000,000 | |
| Do. Railread stocks | 770,000 | |
| Do. Real estate Do. Funding Debts of old | 195,000 | |
| companies | 1,225,000 | 00 |
| Bonds to Buff. & Niag. F. R. R. Co. | | |
| Bond to Telegraph Co | 90,000 10,000 | 00 |
| Bonds, convertible, due 1876 | 182,000 | |
| Bonds and mortgages | 254,033 | |
| Unclaimed dividends Expenses of operating the road; | 5,888 | 94 |
| paid in October | 67,555 | 03 |
| Coupons and interest; accrued to | 000 (100 | 00 |
| September 30 | 339,639 | 38 |
| ber 30, 1859 | 1,619,150 | 55 |
| sale has others and all residents. | CHILDREN S | _ |
| PERMANENTAL SECTION AND ASSESSMENT OF TAMES. | 40,366,005 | |
| STATEMENT OF OPERATING EXPENSI | | |
| Cost of Maintaining Roadway and Repairs of road-bed and railway, e | X- | |
| cepting cost of iron | of | |
| chairs and spikes) used in repairs | 172,321 | 66 |
| Repairs of buildings | | |
| Repairs of fences and gates | . 14,142 | 29 |
| Taxes on real estate | . 153,772 . 2,195 | 17 52 |
| Total | \$1,099,433 | 13 |
| Cost of Repairs of Machin | | |
| Repairs of engines and tenders | .\$226.132 | 45 |
| Do. passenger and bagg, cars | | |
| Do. freight cars | | 58 |
| Do. tools and machinery | | |
| shops | 18,525 | 45 |
| Incidental expenses, including o | il, | |
| fuel, clerks, watchmen, etc., abo | | 00 |
| shops | . 25,563 | 63 |
| Total | \$533,360 | 00 |
| Cost of Operating the Ro | | 111 |
| Office expenses, stationery, etc | \$21,761 | 36 |
| Agents and clerks | 228,979 | 15 |
| Labor, loading and unloading freigh | | |
| Porters, watchmen and switch tende | rs, 174,739 | 28 |
| Wood and water station attendance Conductors, baggagemen & brakem | | |
| Enginemen and firemen | | |
| Fuel, cost and labor of preparing | for | |
| Use | | |
| Oil and waste | 00,092 | 07 |
| Damages for injuries of persons | 42 245 | 10 |
| Damages to property, including da | m- | 14 |
| ages by fire and cattle killed on r | oad 11,096 | 75 |
| General superintendence | 54,817 | 31 |
| Contingencies | | |
| Total | \$1,716,635 | 98 |
| SUMMARY. | a1 000 400 | 10 |
| Maintain'g roadway and real estate. Repairs of machinery | 599 900 | 100 |
| Operating the road | 1.716.635 | 98 |
| | 2,1,20,000 | - 00 |

Nashville and Northwestern Railroad.

Total\$3,849,429 11

The Nashville Gazette of the 6th instant, has the following:

A locomotive and six construction cars were yesterday shipped from this point to Hickman, Ky, to be placed on the Nashville and Northwest-ern Railroad. The road for thirty miles from Hickman is now ready for the iron, which we learn will put be down immediately.

We learn that THATCHER PERKINS, Esq., formerly Superintendent of the Central Ohio Railroad, but more recently of Alexandria, Va., has been appointed Master Machinist of the Baltimore and Ohio Railroad. Mr. Perkins was at the head of the Alexandria Locomotive Works, and is favorably known to engineers as the inventor of tenwheeled engines. Mr. P. is a man of practical as well as scientific attainments, and we doubt not will give general satisfaction in the new position in which he has been placed.

We refer our readers to the advertisement of the NEW YORK RAILROAD CHAIR WORKS. - Mr. Breeze was the senior member of the firm of and Mr. Dobbs has been engaged in this business for years—having conducted it for the late owners, Messrs, J. B. Green & Co.

Connecticut and Passumpsic Rivers R. R.

The earnings of this road for the fiscal year ding May 21 1859 were

| GHOTH | g may or, root, wore. | |
|-------|-----------------------------|----|
| From | Passeugers \$70,744 | 25 |
| 86 | Freights and express112,304 | 42 |
| | Mails, rents, etc 9,073 | |
| | | |

\$192,122 51

57,711

And the expenses were :

| And the expenses were. | | | | |
|----------------------------|----------|----|---------|---|
| Maintenance of road | \$20,591 | 88 | | |
| Do. equipment | 35,287 | 11 | | |
| Fuel, oil and waste | 15,350 | 18 | | |
| Conducting transportation, | 23,497 | 76 | | |
| Loss and damage | 2,955 | 33 | | |
| Miscellaneous expenses | | 49 | | |
| | | _ | 110.121 | 7 |

| | Net e | arnings | | | \$82,000 | 76 |
|---------|-------|---------|-------------|----|------------|----|
| arnings | | | 171,625 | | W1 (6) 1 C | |
| xpenses | 45 | | 102,153 | 24 | | |
| | | | | _ | 69,472 | 38 |

Increase in 1859 \$12,528 38 The tonnage for the year ending May 31, 1859,

Downward to Boston, Concord and Montreal, and Northern Roads......28,981,763 lbs.

Lumber down Connecticut river... 4,787,620 ft. The number of passengers carried during the

year ending May 31, 1859, was: Local, up and down To and from Boston, Concord and Montreal

To and from White Mountains Road

The amount of wood on hand May 31, 1859, was 6,506 cords.

The furniture of the road and property, consists of 7 first class engines, 158 merchandise cars, 8 first class passenger, 5 eight-wheel baggage cars, 20 gravel cars, 19 hand cars, 5 snow ploughs, 23 depot buildings, 7 houses used as tenements, 9 buildings, used as tenements, 9 buildings, including engine houses, machine shops, car houses, etc.

During the year the company have re-built and re-painted a large number of cars; laid down 1,413 rails, 10 tons of chairs, and 5,000 new sleepers-making good the number of cars with which the year was commenced, adding to them 12 new ones; and putting both cars and road in as good repair as they have been at any time since reaching St. Johnsbury.

The interest on the bonds has been promptly

paid semi-annually; and \$16,000 annually paid to the Trustees towards the sinking fund for their ultimated redemption.

Williamsport and Elmira Railroad.

A meeting of the holders of the second mortgage bonds of this company was held in Philadelphia on the 8th inst. The substance of the arrangement entered into is the reduction of the debt and capital of the company from about four millions of dollars to two millions of dollars,-That is, the first mortgage of \$1,000,000 is extended to 1890.—The second mortgage of \$700,000 is exchanged for \$350,000 of preferred 7 per cent. stock. The confidential debt, amounting to \$150, Breese, Kneeland & Co., Locomotive Builders, 000, is also exchanged for preferred stock, and oc. cupies precisely the same footing as the preferred shares issued to the holders of the second mortgage. The common stock is reduced to \$500,000, including unsecured debt, and coupons due on first mortgage-making in all two millions of dollars on a road seventy-eight miles long, less than \$27,000 per mile. The following are the precise terms of the proposed arrangement:

To the present bondholders of \$1,000,000 of To the holders of \$700,000 2d mortgage bonds of preferred stock \$350,000 To holders of confidential debt of same..... 150,000

To the holders of unsecured debt of common stock\$100,000 To holders of coupons due on 1st mortgage of same 100,000

To holders of present common stock of same..... 300,000 - \$500,000

To clear the company from all embarrassments under its new organization, a sale by order of court will be made. Satisfactory arrangements have already been effected in regard to the chattels with the committee representing the chattel bonds. After the reading of the report, the following resolution was adopted:

Resolved, That the report of the committee be accepted, and that the plan adopted by them and the committee of the first mortgage bondholders for the reconstruction of the company be and is hereby approved.

From New York to New Orleans.

The following tables, says the Savannah Republican, were compiled by a gentleman who has given the subject considerable thought, to show which would be the best and shortest route from New York to New Orleans, and the time is estimated as it will be consumed, when the projected railroads are completed:

| FIRST ROUTE. | Hours. |
|--|---------|
| Charleston to Fernandina by sea | 16 |
| Fernandina to Cedar Keys, by railroad | |
| Cedar Keys to New Orleans, by sea | 48 |
| the president in respect of all parties on the | 72 |
| second nouts. May If of | THATENE |
| Charleston to Savannah, by railroad | .unih 4 |
| Savannah to St. Marks, by railroad | |
| St. Marks to New Orleans, by steamer | |
| read company and in charge of its serv | 52 |
| and of the solding THIRD ROUTS, well to the | or come |
| Charleston to Savannah, by railroad | 12 0014 |
| Savannah to Tallahassee, by railroad | |
| Tallahassee to White Bluff by railroad | 2 |
| Tallahassee to White Bluff, by railroad White Bluff to New Orleans, by sea | 24 |
| The state of the same of the s | |

Journal of Railroad Law. EXPRESS COMPANIES. THEIR LIABILITIES AS COMMON CARRIERS.

Now that express companies have become so numerous in the United States, and their business has become so important a branch of industry, the various legal questions arising in respect to the duties and liabilities of such companies have acquired a good deal of importance. The case of Sherman es. Wells, lately decided in this State is of interest in this connection. It involves the question whether express companies are held to the strict common law liability of common carriers, so that they are liable for any lots of goods entrusted to them, except such losses as arise from inevitable accident or the act of a public enemy, or whether less stringent rules shall govern their accountability. The action was brought for the purpose of charging the defendant as a common carrier for the value of certain bonds of the State of Michigan, entrusted to him at Buffalo. for transmission to the plaintiff at Detroit and which he failed to deliver. The defendant put in an answer denying that he was a common carrier, or liable as such, and alleging that he was the president of the American Express Company, an association transacting a general express agency, for hire, but not doing business as common carriers.

The cause was referred to a referee, who made his report by which he found the following facts:

First. The defendant was president of a com pany generally called the American Express Company, whose principal office was at Buffalo; there being also branch offices in most of the cities west of Buffalo. The firm name of the company was Livingston, Fargo & Co.

Second. This Express Company received at its office in Buffalo, packages consisting of coin, bullion, bank notes, commercial paper, and such other articles as parties thought fit to entrust to the care of such company, and for its services the company charged and received a price per package proportionate to the intrinsic value of such package in part, and regulated also in part by its size and weight. On the 19th of August, 1852, the Patchin Bank delivered to the Express Company a package containing six several bonds issued by the State of Michigan in all conditioned to pay \$1,600. The bonds were enclosed in an envelope and in delivering the bonds, and in taking the receipt therefore the Bank acted as agent for the plaintiff. The receipt was as follows:

Buffalo, August 19, 1852. Received of the Patchin Bank of Buffalo, the following package in good order, directed to J. C. W. Seymour, Esq., Cash., etc. Detroit, Mich. Amount, \$4,600.

per Stanley. Third. The regular business of the express company before and at the time of the reception of such package, and which it held itself out to the world to perform in respect of all packages delivered to it, was as follows, viz: Upon the reception of such packages by the express company, they were taken in charge by such company at its office; they were then transported in vehicles owned by said company and in charge of its servants, to the railroad depot at Buffalo, or to one of the steamboats leaving the port of Buffalo, when they were put on board either of a baggage car upon such railroad, or on board of such steamboat.

in a baggage car devoted to the transportation of gers were taken off by a vessel which came to the all cases, whether such packages went forward by railroad or steamboat transportation, an agent of the express company was sent forward with them having such packages under his special charge and supervision. The freight upon such packages, and all charges thereon, were in all cases paid by such express company, the owner of such packages paying no further or other charges than such as the express company charged or received at the time of the receipt of such packages. Upon the arrival of such packages at any terminus of a route, whether by railroad or steamboat, such packages, if they were to go still further forward, were taken by the agents and servants of such express company in vehicles owned by it and under charge of its servants, and transported to the next point of railroad or steamboat departure, as the case might be, and then again taken forward by such new route in the same manner and under charge of agents of such express company as above set forth; and this mode of transportation in all respects was continued until the said packages reached the city or town of their destination, when they were taken in vehicles of the said express company, and delivered by servants of such company to the parties to whom they were consigned or directed. Such regular course of business was well understood by the public and by the Patchin Bank at the time of the delivery of the package of bonds above described. The said express company had no interest in any of the lines of public conveyance by which said packages were carried, or in the moneys received by the persons or corporations owning such lines of public conveyance.

Fourth. The said package of bonds so delivered to the express company as aforesaid, on the 19th of August, 1852, was put in charge of a servant of the company, and on the same day was taken in a wagon belonging to the said company, to the steamboat Atlantic, then lying at Buffalo, and which was then engaged in running from Buffalo to Detroit. It was placed in a carpet bag with a quantity of gold and other valuable papers and packages, in like manner delivered to such company for transportation, and upon its arrival at the steamboat, was taken to a state room on board of such boat, hired by the servant of the company having such package in charge, and in such state room was placed an iron safe belonging to the said express company, in which such package was locked up by such servant, and the key thereof kept by himself.

The said steamboat left Buffalo on the evening of the same day for Detroit. The boat was commodious, staunch, safe and seaworthy; such servant slept in the above-named state room, and while he was so sleeping, and at about 2 o'clock, A. M., of the 20th of August, 1852, a propellor navigating Lake Erie came in collision with the Atlantic. striking her near her bows, and making a breach in her side, through which the water rushed rapidly, and the boat commenced sinking at her bows. A large number of passengers were on board, about 300 of whom were drowned in consequence of the collision and sinking of the steamer. The boat filled rapidly and went down, bow first, at an angle of about 80 degrees, until the bows touched the

If placed upon the railroad car, they were placed of water, from which the remainder of the passen packages in charge of such express company. In assistance of the sinking steamer. It was about two hours after the collision when the last of the passengers left alive were taken off; but the fact that the steamer was sinking and must go down was apparent within a very few minutes after the collision took place. It was probably physically possible for the servant of the express company to have taken the carpet bag in his hand and carried it on board of the assisting vessel, but none other than a man of most extraordinary and unusual coolness and self-possession in the presence of such a casualty, would have undertaken it, and to have attempted to do so would have been attended at the time with additional peril to the life of the messenger, by reason of its tending to encumber him, and by reason of the confusion which prevailed among the passengers. The iron safe containing the bonds in question went down with the steamer, and said bonds were in the safe when it went down. The express company had no interest in the steamer Atlantic, or in her profits, and was in no way interested in the business which she was then engaged in. The servant of the said company, in charge of the bonds, was saved by the vessel which came to the assistance of the sinking steam-

> Fifth. Said bonds were at the time of their loss worth the amount of principal and interest then due upon them. They all bore date, April 8th, 1850. After their loss, the plaintiff and defendant oth joined in attempts to induce the State of Michigan to pay such bonds as lost bonds, which said State refused to do; and having advertised for said bonds to be presented at the proper office for payment, said State stopped the interest upon them, from and after the 30th day of January,

> Sixth. The said express company had not either conditionally or otherwise promised the plaintiff to pay him the amount of said bonds.

> Seventh. The whole amount of principal was due upon said bonds at the time of their loss in the Atlantic, with interest thereon, at the rate of 6 per cent., from the 8th day of April, 1850, and no part of that sum had since been paid.

Upon these facts, the referee determined as matter of law, as follows, viz:

First. That the American Express Company received such bonds as common carriers, to be carried by such company from the city of Buffalo to the city of Detroit, and there delivered to Mr. Seymour, at his place of business.

Second. That the said company did not by special contract or otherwise limit or restrict its liability as such common carriers. That the plaintiff upon the foregoing facts was entitled to judgment against the defendant for the sum of \$6,634 46, being the amount of principal and interest due upon the bonds. For which sum, with costs, judgment was entered, and the defendant appealed.

The opinion of the Supreme Court, upon the appeal, delivered by Judge Davies, is as follows:

The facts are succinctly and correctly stated in the referee's report, and the only question presented is, are the defendants liable for the loss of the bonds entrusted to them? That the defendants are common carriers, cannot, we think, be doubted. It was settled that they were, in the bottom, leaving a part of the stern of the boat out case of Russell vs. Livingston, in this court. The judgment in that case was reversed in the Court of Appeals, but on an entirely different point. The defendants being, therefore, common carriers, and there being no special contract, the parties are to be supposed to have acted with a full knowledge of their legal rights and liabilities, and must be held to the stringent rule of law which makes a carrier an insurer against all except the act of God and the public enemy.

When goods are entrusted to a carrier, and not delivered according to contract, the value of the goods, with interest thereon from the day when they should have been delivered, is the measure of damages. We think the proof fully authorized the referee to find that the bonds were of their par value, and that no injustice has been done the defendant in this respect.

The judgment appealed from will, therefore, be affirmed, with costs.

Railroad Earnings.

The Illinois Central Railroad Company's state ment for November is as follows:

Land Department.

| Acres sold since Jan'y | | |
|------------------------------------|---------------|----|
| 1, 185926,191.65 | for \$385,966 | 38 |
| Acres sold prev'sly . 1,229,835.33 | " 15,637,148 | 95 |

| Total | .1,256,026.98 for 1 | 6,023,115 | 33 |
|--------------------|---------------------|-----------|----|
| Construction Bonds | s canceled in Nov., | | |
| | | \$37,000 | 00 |
| Free Land Bonds | canceled in Nov., | | |
| 1859 | | 5,000 | 00 |
| Total Ronds cance | led up to October | | |

| | 1859 | | | 00 |
|-------|----------------|----------------|-------------|----|
| Total | Bonds canceled | up to Nov. 30. | \$1,452,117 | 1 |
| CL-L | t. t. NT | 1050 | AF 4 040 | 0 |

Cash receipts in Nov., 1859. \$54.642 24 since Jan'y 1, 1859... Do. 529,219 58 Total cash and bonds received to

| Nov. 30, 186 | 59 | 11 |
|----------------|----------------------------|------|
| | Traffic Department. | |
| Total receipts | in November, 1859\$250,749 | 2 19 |

| Increase\$94,704 55 Receipts from Jan.1, to Nov.30 1859,\$1,933,661 55 Corresponding period of 1858 1,822,579 75 | Do. | do. | 1808 | | 156,037 | 60 |
|--|----------------------|-----------|-----------|-----|----------|----|
| | Increase | | | | \$94,704 | 59 |
| Corresponding period of 1858 1,822,579 7 | Receipts from Jan. 1 | , to Nov | .30 1859, | \$1 | ,933,661 | 58 |
| | Corresponding peri | iod of 18 | 358 | 1 | ,822,579 | 79 |

In November the earnings of the Toledo and Western (Wabash Valley) Road were:

| Freigh | t | | | | | | | | | | | | | | 60 | ,027 | 66 |
|--------|------|----|----|------|--|--|--|--|--|--|---|--|---|---|-----|------|----|
| Misce | lane | ou | 18 | • • | | | | | | | • | | • | | 3 | ,316 | 66 |
| | Mod | -1 | | | | | | | | | | | | 7 | 001 | 070 | 19 |

| | | | | | | 01,012 | |
|-----------|-------|-----|------|---------|---------|--------|--|
| November, | 1859. | | | ••• | • • • • | 63,527 | |
| | Incre | ase | | | | 18 355 | |

| The ea | | | | | | Mississipp |
|----------|---------|-----|-----|-------|----|------------|
| Railroad | Company | for | the | month | of | Nevember |
| were:- | | | | | | |

| were :- | | | | | | | | | | | | | | | | | | |
|---------|--|--|--|--|--|--|--|---|---|--|---|---|---|--|---|---|---|----------|
| 1859 | | | | | | | | | | | | | | | | | | \$85,835 |
| 1858 | | | | | | | | ۰ | • | | ٠ | ٠ | • | | • | ۰ | • | 63,350 |

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| Increase |
|---|
| The November earnings of the Macon and West |
| ern Railroad were\$37,111 26 |
| November 1858 33 863 85 |

| Increase |
|---|
| The earnings of the Erie Railroad for the month |
| of November, 1859, were \$536.608 66 |
| Earnings of November, 1858 446,101 52 |

| - 12 | 100 a 4 80 | 2 4 | my 4 5 6 10 | 400 | a min | 11.00 | _ |
|------|------------|-----|-------------|--------|----------|----------|----|
| . 62 | Increa | 50. | 7166 | 15V | A QUI | \$90,506 | 54 |
| The | inc. in | the | first 12 | daysof | Dec. is. | 61,000 | 00 |
| 750 | 00 | 185 | TERRET | 707 E | HOL | | |

No. 61 Darmange Place, naW YORK.

| The earnings of the Chicago, Bu | rlington and |
|-----------------------------------|---------------|
| Quincy Railroad for November were | as follows: |
| Freight | . \$93,111 51 |
| Passengers | . 26,160 16 |
| Mails and miscellaneous | 1,462 33 |
| Total | \$120.784 00 |
| Operating expenses, estimated | |
| Net earnings | \$70,734 00 |
| Gross earnings per mile | 754 58 |
| Chicago & | Galesburg & |
| Burlington. | Quincy. |
| 210 miles. | 100 miles. |
| Freight \$103,472 66 | \$18,920 34 |
| Passengers 30,776 66 | 10,616 60 |
| Mails and miscellaneous 1,821 58 | 856 48 |
| Total \$136,070 90 | \$30,398 42 |
| m | A100 404 00 |

| earnings, 310 miles earnings for November, | | \$166,464 | 3 |
|--|------|-----------|---|
| Y | 1000 | AGE FOO | 0 |

Increase in November, 1859...\$35,508 93 Gross earnings per mile 536 98

The net receipts of the Harlem Company for the month of November are as followed:

| | | | | | | | | | | | | | | | | \$85,784 | |
|------|------|-----|-----|-----|--|---|--|---|---|--|--|--|--|--|--|----------|----|
| 1858 | •••• | ••• | • • | • • | | • | | • | • | | | | | | | 83,221 | 46 |

| In | crea | 80 | | | \$2,563 | 34 |
|------------|------|--------|--------|---------|-----------|----|
| The rece | ipts | of the | Grand | Trunk | Railway | of |
| Canada for | the | week | ending | Dec. 5, | were from | : |
| Passengers | | | | | \$20,173 | 60 |
| Freight | | | | | | |

| Mails and sundries | 2,349 | 46 |
|--------------------|------------------|----------|
| Total | 50,764 50,110 | 84 35 |

Increase\$10,654 49

We invite attention to the advertisement of Messrs. Andrews & Co. in another column. These gentlemen are proprietors of the " Broadway Coffee Room," located at No. 654 Broadway, between Bleecker and Bond Streets, and immediately adjoining the Assembly Rooms. The advantage of this location consists in its close proximity to a place of great resort; the frequenters of which doubtless fully appreciate and improve the opportunity thus afforded them to partake of the choice dishes and lucious beverages dispensed with no IMPROVED ENGINE and SIGNAL OIL unsparing hand, and at a price so reasonable, that none are ever disposed to murmur. Those in quest of such an establishment, cannot better themselves at any place kept for similar purposes on Broadway or elsewhere. This, however, is an uptown establishment, and is too far removed to answer the purpose of a lunch house, at noon, for those doing business below the Park. To such we would recommend a visit to the "Great Republic," No. 77 Nassau Street, kept by CHARLES W. NASH, Esq. This is a very desirable place for that purpose. Order, neatness and cleanliness are very agreeable accompaniments to a well filled dish of palatable food. Cheapness is also, in many cases, an object; and time, which is money, valuable. An attentive, polite and obliging waiter is almost as necessary as the food itself. All these things are taken into consideration at Nash's-thus making it one of the most popular places in that

vicinity. Louisville and Nashville Railroad.

The Louisville and Nashville Railroad has now been in operation the first month throughout its length. We understand that the gross earnings have been over \$65,000, of which \$30,000 came o from passengers and \$85,000 from freight.

NORRIS & BROTHER, Agency

Michigan Southern Railroad It is expected that this company will resume payment in January or February upon their mort-

Cincinnati Stock Sales. BY KIRK & CHEEVER.

| 0 | For the week ending December 13, 1859. |
|----|---|
| | Little Miami, 1st Mort 68 85 and int. |
| 0 | Covington and Lexington, 2d Mortgage 7865 Ohlo & Miss., H. D., Construction |
| 8 | Cine How and Douten Od Martenan 70 CAV |
| 9 | Cinc., Ham. and Dayton, 2d Mortgage 78 |
| 3 | Indianap. & Cincinnati, do. do 3878 |
| 1 | BTOOKS. |
| | Cincinnati, Hamilton & DaytonEx Div. 62% Columbus and Xenia |
| | Columbus and Xenia 80 |
| e: | Indianapolie & Cincinnati |

gage bonds.

PARSONS & DOBBS.

RAILWAY COMMISSION MERCHANTS, AND NEGOTIATORS OF SECURITIES, NASSAU ST., (opposite the Custom House,)

NEW YORK.

ALL ARTICLES REQUIRED IN THE Construction, Equipment & Operating of Railways

AGENTS FOR THE JERSEY CITY LOCOMOTIVE WORKS.

To Car Manufacturers.

OFFICE OF DON PEDEO 2D R. R., Rio de Janeiro, Sept., 1859.

THIS Road now under construction, is 270 miles in length, with 38 miles open to traffic, stocked with Cars of the English pattern built in London. The directory have determined to order American Cars as an experiment, and with this view desire proposals for two 1st class, two 2d class Passengers Cars (60 seats each) and one Baggage and Post Office Car.

Drawings and specifications may be seen at the office of LYMAN HOLLINGSWOEFE, Esq., No. 6 Water st., Boston, who is fully authorized to contract immediately for the above cars.

ANDREW ELLISON, JR Engineer in Chief.

Railroad Iron.

THE undersigned have American and Foreign Railrost Iron for sale, deliverable in New York and other machines and Edward American and Foreign Railrost Iron for sale, deliverable in New York and other machines are also as a property of the control
Naw York, July 9, 1859.

PEASE'S

BAILROADS, STEAMERS, PROPELLERS, AND FOR EVERY CLASS OF

MACHINERY AND BURNING. PROTICAL TESTS, by Engineers and Machinists of Thousands of Gallons, prove this Oil to be superior for Burning, and TWENTY-FIVE per cent. mor durable than Sperm Oil, for Lubricating, and the only Othat is in all cases reliable, that will keep bearings coel

In no case has it falled to meet the approval of the communer.

The Scientific American and Manufacturer's Journal, after testing this foil, pronounce it superior to any other for Labricating.—For sale ONLY by the Inventor

F. S. PEASE, 61 Main st., BUFFALO. Reliable orders filled for any part of the United States of

RAILROAD IRON AND COMMON BARS

THE undersigned, sole Agents to Messrs. Guest & Co., the proprietors of the Dowlais Iron Works, near Cardiff, South Wales, are duly authorized to contract for the sale of their G. L. Raifroad Iron, and Common Bars, on most advantageous terms.

R. & J. MAKIN, 70 Broad st.

RAILROAD IRON

THE subscribers. Agents for the Many pared to contract for the delivery IRON at any pert in the United States shipping port in Walca.

WAINWRIGHT & TAPPAN Bosrow, June, 1851, 29 Central Wharf.

da Chiff et. New York.

FARNLEY IRON CO., R M S # D



Near LEEDS, Yorkshire, MANUFACTURERS OF LOCOMOTIVE TIRES, TIRE BARS, BOILER PLATES, ETC.

The undersigned are prepared to execute orders for

TIRES,

Manufactured at these celebrated Works,

OF ALL SIZES.

A STOCK CONSTANTLY ON HAND.

The quality of the FARNLEY IRON is precisely the same as that of LOW MOOR and BOWLING, being from the same bed of mineral. For sale, at manufacturer's prices, by

M. K. JESUP & COMP'Y. 44 Exchange Place, New York, SOLE AGENTS for the UNITED STATES and CANADAS.



THE undersigned, having been appointed Agents for LAP-WELDED BOILER FLUES, Messrs. BOLCKOW & VAUGHAN, proprietors of the ESTON, MIDDLESBRO', and WITTON PARK TRON WORKS, YORKSHIRE, ENG., are prepared to contract for the sale of RAILROAD IRON of a superior quality and on the most advantageous terms.

MEAD & BELL.

Wrought Iron Welded Tubes, where the sale of RAILROAD From % to 5 inches bore, with Screw and Socket Connections, T's, L's, Stops, Valves, Flanges, etc., etc. MANUFACTURED AND FOR SALE BY

MEAD & BELL, 17 William st., N. Y.

LACKAWANNA IRON AND COAL COMPANY, SCRANTON, LUZERNE CO., PA.

BY the completion of the DeLaware, Lackawanna and Western Railroad, this Company are enabled to obtain the Magnetic Ories from the most celebrated mines in Rew Jersey, which used in combination with their native ores, produce a quality of iron not surpassed.

These Works have been greatly emlarged the past year, and are, therefore, prepared to execute orders promptly for RAIL-ROAD IRON of any pattern and weight, Car Aules, Spikes, and Merchant Iron. They have on hand patterns for T Rails, of the following weights per lineal yard viz -25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of Rails, Office following weights per lineal yard viz -25, 30, 36, 40, 45, 50, 60, 62, and 75 lbs.

Samples of Rails, Stephen P. M. TASKER, JR.

STEPHEN MORRIS, STEPHEN MORRIS, TASKER, JR.

STEPHEN MORRIS, STEPHEN JR., STEPHEN JR.

Address

J. H. SCRANTON, President.

Scranton, Pa.
DAVID S. DODGE, Treasurer, 46 Exchange Place, NEW YORK

RAILROAD IRON. THE RENSSELAER IRON COMPANY.

TROY, N. Y.,

OFFER Rails of their own manufacture deliverable be desired by purchasers.

OLD RAILS change for new, or for re-manufacturing, JOHN A. GRISWOLD, Agent, TROY, N. Y.

New York Agency: BUSSING, CROCKER & DODGE, 32 Cliff St.

CAST STEEL,

Of First Quality and Warranted.

BAR, TOOL, DRILL, AND DIE STEEL ROUND OAK IRON WORKS, CAR SPRING STEEL,

Far superior to the ordinary kinds FROG PLATES, POINTS.

Saw, File, Cutlery, Rake, Hoe, Are and Plough Steel. Gun Metal. Wire and Machinery Steel ORDERS FILLED PROMPTLY AND AT LOW PRICES.

SALTUS & CO., 45 Cliff st., New York.

IRON BOILER FLUES.

11/2 to 7 inches outside diameter, cut to definite length, 2 to 20 feet as required.

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STEPHEN MORRIS, THOS. T. TASKER, JR.

CHAS. WHEELER, JR., STEPHEN P. M. TASKER.

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IRON AND STEEL
IN ALL THEIR VARIETIES.
ROILER PLATE,
BOILER RIVETS,
CUT NAILS and SPIKES,
PIG TRON, etc.

Having the selling agency of a number of the Relling Mills, furnaces and Forges in this State, orders for any de-scription of IRON can be executed.

August 16, 1854.

RAILROAD IRON.

THE undersigned, Agonts for the Manufacturers, are prepared to contract to deliver, free on board at shipping ports in England, or at ports of discharge in the United States, RAILS OF SUPERIOR QUALITY, and of weight or pattern as may be required.

VOSE, LIVINGSTON & CO.,

9 South William st.

NEW YORK, Aug. 1, 1858.

STAFFORDSHIRE.

LORD WARD, Proprietor.

MANUFACTURE RAILS, BOILER PLATES,
SHEETS, HOOPS and BARS of every variety.

Address RICHARD SMITH, Esq., Dudley.

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INGOT COPPER, PIG LEAD, BLOCK TIN, SPELTER, Sheet Zinc, Antimony, Tin Plates, Roofing Plates, Pig, Bar, Hoop, Sheet and Boiler Iron.

Bar, Hoop, Sheet and Boiler Iron.

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Braziers & Sheet Copper, YELLOW SHEATHING METAL, BOLTS AND NAILS COPPER BOTTOMS.

Locomotive Strips, Tubing Bolts and Bars, COPPER AND BRASS RIVETS AND BURRS,

Large Flats and extra-sized Sheets, rolled to order at short notice, TINNED COPPER OF ALL DIMENSIONS, INGOT AND PIG COPPER.

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CONTRACTS for RAILS, at a fixed price or on commission, delivered at an English port, or at a port in the United States, will be made by the undersigned.

THEODORE DEHON. 10 Wall st., near Broadway, N. Y. 500 tons T Rails on hand, 54 to 57 lbs. per lineal yard.

RAILROAD IRON. WOOD, MORRELL & CO.,

HAVING leased the extensive Works of the CAMBRIA
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THE undersigned, Agents for leading Manufacturers in Staffordshift and Wales, are prepared to contract for delivery on board ship at Liverpool, or Welsh port.

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ANUFACTURERS of warranted Cast Steel, superior II quality, for Tools, Machinery, and Engineering purposes. Single and Double Shear, Blister, Gorman Spring and Sheet Steel of every description—also, Uast Steel Files, of high regulation, especially adapted for the use of Machinists, and Saws and Edge Tools of all kinds.

A stock of the above goods constantly on hand.

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RAILROAD EQUIPMENTS

JOHN W. HULL & CO., No. 41 Exchange Place, NEW YORK. in

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RAILROAD IRON.

THE subscriber is prepared to enter into CONTRACTS
FOR RAILS delivered at an English port or at a port

JAMES TINKER, 54 Exchange Place, NEW YORK.

Eric Rails, 57 to 58 lbs. per yard, on hand in NEW YORK and NEW ORLEANS.

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Works at Bosendale. Particular attention paid to grinding
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under water, and attain a hardness excelled by no Cement
manufactured. I thus met the approval of Government, and
we are at present supplying the fortification now in course of
erection, together with Water Works and Public Buildings.
For sale upon favorable terms by addressing.

upon favorable terms by addressing.

WM. N. BEACH, President. CHAS. E. LAWRENCE, Sec'y

CEMENT, PLASTER, ETC. THE HUDSON RIVER CEMENT CO.

HAVE commenced manufacturing for the season, and can now furnish a very superior article of fresh Rosendale Cement, Calcined Plaster, Farmers' Plaster and Marble Dust. Address

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THE LAWRENCE CEMENT COMPANY are prepared to
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attention of purchasers to the distinguishing brand of their
tanners, viz. HOFF MAN'S ROSENDALE
CEMENT. This seems to be necessary, as they have established a reputation for the superior quality of their Coment,
and they have established a reputation for the superior quality of their Coment,
and they have been so be necessary, as they have established a reputation for the superior quality of their Coment,
and they have been so be necessary, as they have established a reputation for the superior quality of their Coment,
and the various of their companies of the work ander
the superior of the work ander the superior of the work ander
pattern of the work ander arment. It is not up in
the most careful manner, each barrel being well lined with
apper, and will be delivered on ship board, in this city, on the
cost favorable torms. Particular attention given to shipping
sets, and Freight obtained on the best terms.

M. W. WOODWARD, Secretary.

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THE NEWARK AND ROSENDALE CEMENT COMPANY are now receiving fresh from the Mills their approved ROSENDALE CEMENT, warranted pure and free from quick lime, and which has given such general satisfaction in the various government and other public works in which it has been used. Purchasers and shippers should be careful to get the genuine ROSENDALE." "H. WILDE." This Cement does not swell and burst the hoops when stored in warm climates. It is packed in tight kilm on long voyages. Terms reasonable, which may be known by addressing.

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For sale in tight barrels, well panerred, on application at thei
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The above CEMENT is used in most of the fortification
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THES MARKET VALUE OF SECURITIES WILL ROT BE SUPPRESSED OR ALTERED, AND DECEPTIVE OF LERESPOSSIBLE
GATALOGUES WILL NEVER BE ISSUED.

A statement showing the capital, dividend months, and last
semi-annual dividend of the Banks and Insurance Companies of
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tion,

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E-q., (Pres'dent Excelsior Ina. Co.), John G. Storra, Esq.,
(President Lenox Ina. Co.), L. G. Irving, Esq., Sceretary

Niagara Ins. Co.), Marcus Spring, Esq., Oiver H. Lee, Esq.,
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At the STOCK SALES ROOM, No. 52 WILLIAM ST.,

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AT PUBLIC OR PRIVATE SALE WHEN DESIRED.

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Business Paper and Bills of Exchange negotiated.

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Advances made on all approved Securities. COLLECTIONS MADE throughout the United States and Canadaa.

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39 WILLIAM STREET,
(FIRST BUILDING BELOW WALL STREET,)
STOCKS and BONDS Bought and Sold on Commission. MERCANTILE PAPER and LOANS Negotiated. INTEREST ALLOWED ON DEPOSITS. HENRY MEIGS, Jr. WM. ALEX. SMITH. NEW YORK, May 11, 1858.

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P. Rogera, Esq.,
G. Gridge, President MoLean
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UNIONA CAR WHEEL & TIRE WORKS, JERSEY CITY. N.-J.

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MANUFACTURERS OF DOUBLE and SINGLE PLATE

CAR, ENGINE AND TRUCK WHEELS,

MANUFACTURERS AND PROPRIETORS OF MOORE'S PATENT

TRIPLE PLATE CAR WHEEL. CHILLED LOCOMOTIVE TIRES, Made from the best Charcoal Cold Blast Iron.

HIRAM W. MOORE, GEORGE ADAMS.



CHILLED WHEELS

TIRES, FOR RAILROAD CARS

Locomotive Engines,

ARE PREPARED TO EXECUTE PROMPTLY ORDERS TO ANY EXTENT FOR THEIR

CELEBRATED WHEELS. EITHER SINGLE OR DOUBLE PLATE

WITH OR WITHOUT AXLES.

WHEELS FITTED To HAMMERED or ROLLED AXLES. IN THE BEST MANNER, AT THE SHORTEST NOTICE,

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A. WHITNEY & SONS CAR WHEEL WORKS.

Callowhill & Sixteenth Sts., PHILADELPHIA, PENN., FURNISH

FOR CARS, TRUCKS, and TENDERS.

CHILLED

Driving Wheels and Tires, FOR LOCOMOTIVES.

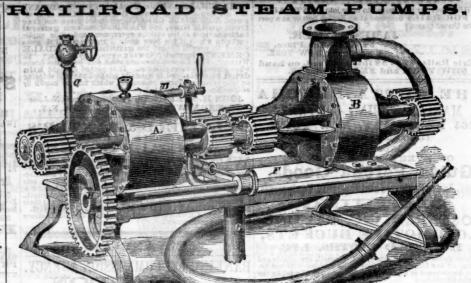
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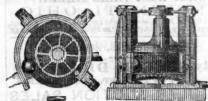
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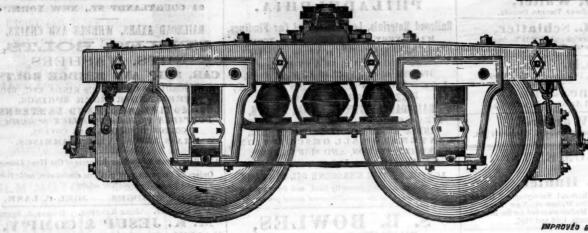
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